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MASTER REPRIMANDED SEQUEL TO GROUNDING OF "LOK SUN" ERROR OF JUDGMENT

President Prefers "His Own Way"
SEVERE QUESTIONING

During the enquiry into the circumstances attending the stranding of the emigrant ship "Lok Sun," the President's attention was drawn by Mr. Geo. K. Hall Brutton that the questions which he (the President) was putting to a witness amounted to cross-examination, and not examination-in-chief.

With a show of temper, the President (Commr. G. F. Hole) said that the witness was called by the Court and, that being so, he could deal with him in any way he liked. I prefer my own way, Mr. Brutton, thank you," he added.

The enquiry was concluded at noon yesterday and the finding was given half an hour later. Capt. Edmondson, master of the stranded ship, was reprimanded for his error of judgment, which put the ship on the rocks.

THE "SUBSTITUTE" OFFICER

Investigations into the circumstances attending the stranding of the s.s. "Lok Sun" on July 14 off Samun Island were resumed yesterday by the Marine Court the Enquiry assembled at the Harbour Office.

The Hon. Commr. G. F. Hole, R.N. (retired), Harbour Master, presided and the assessors appointed by His Excellency, the Governor were: Mr. Robert Hill, (master of the s.s. "Phenias"), Mr. Arthur Hall (master of the s.s. "Telemachus"), Mr. Douglas Lupton (master of the s.s. "Kwong Chow"), and Lt.-Commr. L. G. Addington (H.M.S. "Tamar").

"Mr. Geo. K. Hall Brutton appeared for Capt. H. R. Edmondson, master of the "Lok Sun," and Mr. J. T. Prior was for the owners. The Court, it will be remembered, adjourned on Friday so that the uncertificated Chinese who acted as second officer during the eventful voyage and the Chinese quartermaster might be called to give evidence.

Captain Recalled
When the Court resumed its sitting it was announced that the second officer had been located but not the quartermaster.

Capt. Edmondson was recalled by the Court, and in reply to questions, said he had been to Singapore five times as master of the "Lok Sun," each time by the same route—via South Channels—and by the same course (S. 12 W. by compass).

Witness was then asked to explain an entry in his log in reference to a previous voyage. It showed the course taken was S. 20 W. by compass and not S. 12 W. as stated in evidence. He said that that entry was made by mistake, whereupon the President of the Court said "You can't make mistakes like that in your logs."

Before he struck the monsoon weather, it was very hazy caused by the heavy rain. He admitted he must have been on the West of Gauze Island when he struck the monsoon. On that course—S. 5 W.—he must have passed E. of Ling Ting.

Too Much Talking
He could not hear any breakers that night, and if he had he would have looked out for them. Witness added that with 750 passengers talking at one time incessantly he could not hear much.

Re-examined by Mr. Brutton, witness said that with reference to the entry in the log of a previous trip, he saw the course was S. 20 W. whilst proceeding slow. He at once altered the course back S. 12 W. Immediately he lost sight of Green Island Light, his course was S. 12 W.

Ship Hits Rocks
Wong King-ming, who was a substitute for the second officer, said he was not on the articles. At 10.47 that night he stood by on the bridge with the master. The anchor was heaved, and a slow speed ahead was put on. They proceeded first to Green Island by South Channel passing it at 11.15 p.m.

Witness said at 11.15, the master ordered him to put half speed ahead, the course being then S. 12 W.

At 11.31 he was ordered by the

master to put on full speed ahead and to keep on the same course. At about 1 a.m. the master asked him to ring for slow speed and to pass out the lead. Before he could reach the telegraph, the ship struck. Capt. Edmondson at once rang for the engines to stop.

Replying to the Court, witness said that the quartermaster did not seem to have any difficulty with the steering wheel.

"His Own Method"
At this stage, the Court put a series of questions to witness, and the latter, speaking in Chinese, went on to tell his story in chronological order. He was further questioned about the compass, and when an answer was not forthcoming, the President warned witness that he must give an answer to the question and not to tell his story in his own way.

Witness was not able to grasp the full meaning of what the President said and the result was that they reached an impasse.

Mr. Brutton reminded the President that the witness was still giving his evidence, and that any questions out to him should take the form of an examination-in-chief, and that what the President was doing was tantamount to cross-examination.

The President replied that the witness was called by the Court, and that he could deal with him in any manner he liked. He added that he would prefer his own way rather than the way suggested by Mr. Brutton.

This concluded the examination of the witness, and when the Court asked to hear the evidence of the quartermaster, Mr. Brutton said that there were two quartermasters on the "Lok Sun." The one who was on the bridge at the time was now employed on a Norwegian ship called the "Hubro." The other was not material to the case.

The Finding
The Court then rose to consider its finding, and after an absence of half an hour, the following verdict was returned:

We find that the s.s. "Lok Sun" Official No. 153,555 of Hong Kong of which Mr. Herbert Robert Edmondson who holds Certificate of Competency as Master No. 007350 of Liverpool was Master proceeded on a voyage from Hong Kong to Singapore leaving Hong Kong at 11.3 p.m. on July 13 and that she grounded on a rock called Sa Mun San, south of Gauze Island at 1 a.m. on July 14.

The course from Green Island was set S. 12 W. Compass (S. 14 W. True) and we are of the opinion that the Master knowing that there was a west set of approximately 1 1/2 knots and that the weather was very hazy and visibility low committed an error in judgment in not laying a course further to the eastward of Ling Ting Island.

We are of opinion the actual grounding was caused by an abnormal set to the westward after passing Ling Ting Island.

We adjudge the Master, Mr. Herbert Robert Edmondson to be reprimanded for his error of judgment.

K.C.C. CONCERT

At the concert at the Kowloon Cricket Club on Saturday next, the full military band of the 1st Somerset Light Infantry will play by kind permission of Lt.-Col. C. H. Little, D.S.O., and Officers.

Excellent seating accommodation and arrangements for quick service of refreshments are being made.

The programme will be published in the "China Mail" later in the week.

LAW'S DELAYS

Six Years' Litigation
Not Ended

THE CROKER CASE

West Palm Beach, Yesterday.

The six-years-old law suit arising from the claim of Mrs. Bula Croker for a share in the property of her late husband, Richard Croker, the ex-Tammany Chief, has ended in the Court affirming the right of the estate agent, Conald, to the property upon payment of \$1,900,000 under the contract entered into before the boom in real estate in Florida.

Mrs. Croker will appeal to a higher Court against the decision, which will mean a loss of \$5,000,000 to her.—Reuter's American Service.

ROUND EUROPE

International Air
Contest

WOMAN COMPETITOR

London, Yesterday.

One woman, Miss Evelyn Spooner (Britain) is participating in the 4,000 mile round Europe international aeroplane challenge competition, in which 43 light aeroplanes started at Orly, in France, on Wednesday.

Lady Bailey arrived too late to participate and decided to cover the course privately.

Other British competitors are Lord Carbery and Captain Broad. The Britons arrived at Budapest this morning, Miss Spooner leading.—Reuter.

Things That Matter

To-day's Diary

Eleventh Sunday After Trinity.

Lawn Bowls: Education Department v. P.W.D.

Queen's Theatre: "Cohen's and Kelly's in Atlantic City."

World Theatre: "Silk Stockings," 5.15 p.m. and 9.20 p.m.

"Love's Sacrifice," (Chinese picture) 2.30 p.m. and 7.15 p.m.

Star Theatre: "Skirts."

Majestic Theatre: "The Circus."

Tea Dance: Repulse Bay Hotel, 4.30 p.m.

Lighting-up Times: 6.58 p.m.

Tides: High: 1.58 a.m. and 2.22 p.m.; Low: 7.38 a.m. and 7.57 p.m.

Sailors' and Soldiers' Home Bible Class, 3 p.m.; Social Hour, 8.30 p.m.

To-day's Weather

W. or S.W. winds, moderate; fine to cloudy.

According to the Manila Observatory a typhoon is located in about 122 deg. long. E. and 22 deg. Lat. N. moving N.W.

A Manila cable timed 10.15 p.m. yesterday states:—Typhoon in about 121 degrees long. E., and 23 degrees Lat. N., moving N.W.

The Dollar

Yesterday's closing rate for the dollar on demand was 1/11 3-16.

"GRAF ZEPPELIN"

Passes Over France For Germany

THE WORLD TOUR

Washington, Friday.

The "Graf Zeppelin" has wireless to the Navy Department that she is over the Selly Isles.

Over France

Paris, Yesterday.

The "Graf Zeppelin" passed over at 6.30, making for Germany.—Reuter.

Bale Passed

London, Yesterday.

The Graf Zeppelin passed Bale, at eleven this morning.—Reuter.

Back Home!

Friedrichshafen, Yesterday.

The Graf Zeppelin landed at 1.02 p.m.—Reuter.

HUMORIST DEAD

New York, Yesterday.

The death is announced of the well-known humorist, Harm Charles Witwer.—Reuter's American Service.

F. W. BLACK GOING

Honour to a Famous
Footballer

PLAYER AND LEGISLATOR

Presentations by Association and Soccer Club

Representatives of all prominent football clubs met at dinner at Messrs. Lane, Crawford's restaurant last night to bid farewell to Mr. F. W. ("Dai") Black, a former player and football administrator, who is leaving the Colony for Home.

Officials of the Hong Kong Football Association present included Mr. R. M. Dyer (President), Mr. P. P. J. Wodehouse, C.I.E. (Vice-President), Mr. R. Hall (Chairman), Mr. W. E. Hollands (Hon. Secretary), Mr. G. T. May (Hon. Treasurer), Mr. Ip Kau-ko (Hon. Assistant Secretary), and the following Councilors:—Messrs. R. K. Duncan, G. Rodger, J. Ormiston, H. K. Lee, J. S. Shak and Comdr. F. H. D. Byron, R.N. (representing the Royal Navy), Lieut. W. R. George, R.A.M.C. (representing the Army).

Tower of Strength

Mr. R. Hall discharged the duty of making the principal speech, delivered as follows:—

"Mr. President, Gentlemen—We are gathered here this evening to do honour to our esteemed guest, Mr. Black, on the occasion of his pending departure from the Colony.

Mr. Black's name has been identified with football ever since his arrival in the Colony. As a player he was much in the public eye between the years 1915 and 1920; he was a tower of strength as a full back playing for the Hong Kong Football Club, when the Club was at its best and boasted such players as McCubbin, Hamilton, Jack Rogers, Chassells and others of note.

"I am very much disappointed that Mr. Au Kit-sang is not here to-night. I can well remember him as a worthy football antagonist of Mr. Black in those days when the Chinese were coming into their own in the realm of football. I mention this because of the inevitable tussle that was bound to ensue between the two whenever the rival Clubs met, and you'll note neither of these gentlemen looks a bit the worse as a result of their youthful encounters.

Most Popular Figure

"After an absence of five years, Mr. Black returned to the Colony in 1925 and renewed his activities in the local football world; this time more as a legislator and newspaper critic than as player. Neither of these callings can be said to be conducive to popularity yet, in spite of all adversity, we find that Mr. Black has outlived it all and is to-day the most popular figure in local football circles, as illustrated by this gathering to-night, met to show its appreciation of the goodly services he has rendered the great cause of football.

"I might say that our worthy President has asked how Plymouth Argyle managed to incorporate 'Argyle' in its name. It was only to-day that he noticed that Mr. Black lays strong claims to Scottish nationality. On the other hand, Mr. Bishop has sung 'Glorious Devon' which, in view of the circumstances, might have been 'Wee Deoch an' Doris.'

"Mr. Black, I can assure you we are sorry to lose your genial presence and the benefit of your ripe counsel will indeed be missed by all. In conclusion, I would ask our worthy President to present you with a small souvenir from the Hong Kong Football Association as a token of esteem and a means of perpetuating your association with football in Hong Kong."

Association's Gift
The speeches were punctuated with applause and the "Symphonic Jazz Gang" lent spice to the programme of entertainment.

On behalf of the Hong Kong Football Association, Mr. Dyer presented a blackwood tray inlaid with silver designs emblematic of things Chinese to Mr. Black.

A tribute from the Chinese "soccer" institutions of Hong Kong was paid by Mr. H. K. Lee, after which Mr. Black was greeted with prolonged applause on rising to reply.

Mr. Black concluded by saying "Gentlemen,—I am very lucky; I don't deserve it," his speech being a detailed constructive review of football in Hong Kong, based on his experience as a player during his residence from 1915 to

HAGUE CRISIS

Prime Minister Gets
Urgent Call

PHILIP SNOWDEN'S HASTE

Can't Stay There All His Life!

London, Yesterday.

Mr. Ramsay MacDonald was hurriedly recalled from a golf function at Lissiemouth yesterday evening on "urgent business," which the papers connect with The Hague crisis.

It is stated that the Prime Minister has ordered an aeroplane to be in readiness to take him southward to-day.—Reuter.

which the papers connect with The to-day.

Aeroplane Ordered

Edinburgh, Yesterday.

An aeroplane was ordered for Lissiemouth this morning from Leuchars Aerodrome, Fifeshire, to convey Mr. Ramsay MacDonald to Edinburgh.

Meanwhile Sir Horace Wilson is going to Edinburgh from Manchester to meet the Prime Minister to discuss the cotton situation with him.

Snowden Dramatic

The Hague, Yesterday.

It is learned that Mr. P. Snowden told the Finance Committee of the Conference this morning that he could not wait any longer for a decision. He did not want to remain at The Hague for the rest of his life!

The Committee adjourned till Monday in order to give time for further consideration of Mr. Snowden's objections to the Young plan.

No Compromise

In the course of the discussion prior to the adjournment Mr. William Graham (President of the British Board of Trade) again emphasised that the British delegation would not compromise in regard to the retention of the Spa percentages.

M. Cheron suggested that a way out of the deadlock might be found in a re-arrangement in regard to the deliveries in hand.

Export Trade Affected
Mr. Graham stated that deliveries in kind most adversely affected British export trade and greatly influenced unemployment in Great Britain. The British Government wanted to see such deliveries abolished or at least reduced to the smallest possible period.

M. Cheron argued that the Young plan was more advantageous to Great Britain than the previous system.

Mr. Snowden said that he was astonished at M. Cheron's arguments and figures, not a single one of which he accepted. He added (Continued on Page 13.)

1920, and as an official from 1925 to 1929.

Club's Memento

On behalf of the Hong Kong Football Club (which Mr. Dyer reminded the gathering is the "home of football in Hong Kong"), Mr. C. W. E. Bishop presented to Mr. Black a case of pipes and a tobacco pouch with his monogram engraved thereon. Mr. Bishop, inter alia, paid a eulogy to Mr. Black's heroic performance in 1927 when he played full back for the H.K.F.C., under Mr. Bishop's leadership, to defeat the redoubtable 2nd Battalion King's Own Scottish Borderers in the 2nd round of the Shield—and then to lose 6-nil to Kowloon F.C.

After Mr. Black had replied, Mr. Wodehouse paid him a tribute, speaking for himself and the other Vice-President, the Hon. Dr. R. H. Kotewall, C.M.G., LL.D.

Mr. Ormiston thanked those who had contributed to the entertainment.

The irreproachable catering was part of a very enjoyable evening for a convivial and informal gathering, the menu being as follows:—

Black v. The Rest.
Toasts:—Hors d'Oeuvres a la Rodger; Tomato Cream Soup by F. W. Black; Fillet of Fish for J. McCubbin; Fillet of Beef in Aspic (McCubbin's Favourite); Snipe on Toast (Stewart's Weakness); Roast Saddle of Lamb (Watson's Long Sauté); Hall's Potatoes; May's Marrow; Fruit Engata by George; Dyer's Ice Cream; Bishop's Coffee; Reserves: James Port, Ormiston Brandy, White's Wine and Byron's Beer.

Colours: All Shades; Referee: Broadcaster; Lineman: Rover and Short-Head.

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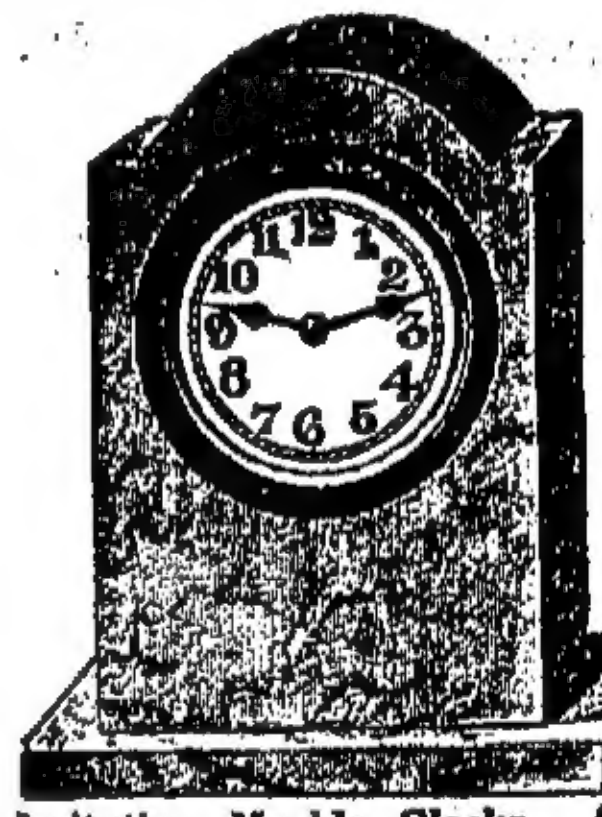
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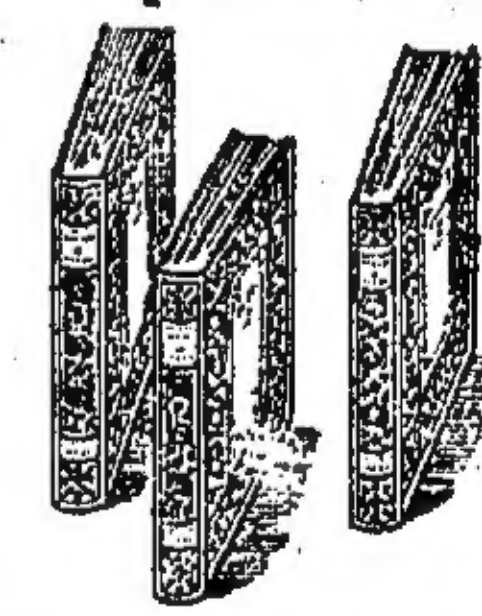
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EXCURSIONS TO MACAO.

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The Second Test Match

In South Africa emerged with credit from the first Test at Edgbaston, the second encounter at Lords was in the nature of a triumph for them. It is true that they did not defeat England, who, as a matter of fact, declared their second innings closed, but it is no exaggeration to say that from the first ball up to the last day the tourists looked likely winners. Everything seemed against them at the start, for they had to take the field without four of their leading players, Quinn and Vincent, the left-handed bowlers, and Taylor and Stottle, who with the exception of Catterall are the best batsmen in the party. In addition, Draine again was the test. England played O'Connor and Robins for Fender and Dunscombe, with Crawley twelfth man. The start was sensational, for Morley, bowling from the pavilion end, clean bowled Killick, and O'Connor and had Hammond caught in the slips with only six runs scored. That England recovered to score 302 was entirely due to the dogged play of the two Yorkshiremen, Sutcliffe and Leyland, and in a lesser degree to Hendren. The one moment of the match when England did look like winning was when Larwood bowled Catterall with the opening ball of the innings, but Christy and Morley took complete command of the attack and helped South Africa to lead by 20 runs on the first innings. From this point there did not seem much hope of a definite finish, but Hammond and O'Connor again failed and at one point on the last morning England were in grave danger when half the side were back in the pavilion with a lead of only 93. Leyland was batting well but he wanted somebody to stay with him and the man who came to the rescue when the regular batsmen had failed was Tate, who proceeded to play a wonderfully fine innings and both he and Leyland had the satisfaction of reaching three figures in a Test match at headquarters. White declared, leaving South Africa 203 to score in three hours, and when the game ended, because of bad light, 90 had been made for five wickets.

The Tote Appears

The tote made its first appearance on important racecourses at the beginning of July, that is to say, in its more rudimentary handworked form. Both at Newmarket and at Carlisle it was a distinct success, in spite of a little congestion at times owing to inexperience in the working of a new system. At Newmarket over £14,000 passed through it on the first day, in spite of all the big bettors sticking to the bookmakers until they saw how the innovation worked. The comparison in prices has been very much as ex-

pected—the Ring returning slightly more liberal odds sometimes against favourites, while in the case of outsiders the tote is an easy first. The competition has already led to the bookmakers lengthening their prices very much against the outside divisions. In one of the races, for instance, the starting price against one winner in a field of five was returned at 100 to 1. Such odds were never offered in such conditions until the tote came along. The tote is evidently going to bring about a great development of piece betting, for which it has a separate pool. It is attracting far greater audiences to the meetings where it has been set up, and as much money goes on for a place as for a win. In some cases the first horse has returned a larger dividend to his place backers than to those who supported him to win. Mr. Snowden has just announced that he is not going to carry out Mr. Churchill's proposals for charges on bookmaker's telephones or for an Exchequer key upon tote takings. Fox's feat of riding three winners in an afternoon at Sandown Park recalls the sensations of Tod Sloan's first appearance upon the British turf a generation ago. Born in 1888, Fox is one of the veterans of the weighing-room, though not so old as either Childs or Donoghue. He can still ride at 7 st. 5 lb., and has never been in better form than during the last year. With ripe judgement he couples a dash equal to that of the youngest jockey. He is first string for Darling's stable this season, and stands fourth to Richards, Beary and H. Wragg upon the winning list.

Revival at Wimbledon

Before Wimbledon began the talk was mostly about the ladies. Would they wear stockings, and had we any one good enough to beat Miss Wills? The former question they have answered unanimously in the affirmative, and on the latter the tournament is not far enough advanced to throw any light. "Betty" is increasingly our chief hope, but if she is to meet the Californian young woman it must be before the final, because they are both in the same half of the draw. Everything so far has gone much as expected upon that side of the house, except, perhaps, for Frances Austin's easy victory over Mrs. Mallory. Mrs. Bundy (the former Miss May Sutton), who won the championship twenty-four years ago, has got into the fourth round by defeating Miss Harvey. This is a remarkable instance of powers retained in maturity. For many years the ladies are both beyond the standards of a quarter of a century ago. There was less discussion of the men, because it was taken for granted that we had little to hope from them. The young ones were coming on,

but their day was not yet, and it was only a question of whether we should have one in the last eight—a privilege we had not enjoyed for some years. Its attainment has been made a certainty during these early days, and we may even do more than that, for there are five Englishmen in the last sixteen—Austin, Nigel Sharpe, Kingsley, Gregory and Oliff. Both Austin and Sharpe have exceeded the highest expectations. The former first of all disposed of Tilden's partner, Hunter, in four sets one of the most agreeable surprises in tennis for a long time—and on the following day performed the equally unlooked-for feat of beating Brugnon in three sets. There was nothing fluky about this, for Brugnon had been playing in excellent form, and the result will give Austin a most useful infusion of self-confidence. Sharpe reached the sixteen by overcoming Morpurgo, and we are all keyed up now to see how much farther both he and Austin can go.

Men and Women at Golf

Last year it was proved that the best men golfers cannot give a stroke a hole to the best women. This year the demonstration was repeated in the annual match at Stoke Poges. True, the men were not just the very best, but, to balance this reservation, the drubbing they got was most emphatic, as they lost four of the five foursomes and eight of the ten singles. Miss Wethered captained the ladies, and won her single with W. L. Hope by 4 and 3. Even discounting her handicap, she was one up at the fifteenth hole, when the match came to an end. Miss Cecil Leitch writes to support the demand that something should be done to protect the general run of golfers from the obstruction of the inordinately slow player. "Formerly," she says, "two hours was regarded as ample time for eighteen holes, but on the majority of crowded courses at least three hours is now required. This increase is due to those inconsiderate players who later between their shoes spend minutes looking for non-existent loose impediments on the greens; and create innumerable mental hazards by hesitant execution." There is another cause in such settings as the Amateur Championship, where this slowness gave rise to an incident the other day, and that is the tremendous number of clubs carried by certain individuals. A bag of twenty is not now-a-days uncommon, whereas Harry Vardon at his zenith never carried more than eleven. The selection of the right iron from among a graduated set is often a slow business, and this sort of thing leads, moreover, to a habit of procrastination in every other aspect of play. We are certain to find some clubs shortly putting on a time-limit as a local rule. Messrs. Tophams, the lessees of Aintree racecourse, are about to enter into a new agreement which will secure it for a further fifty years. The ladies chosen to go to America to play for the Wightman Cup are Miss Betty Nuthall, Mrs. Watson, Mrs. B. C. Covell, Mrs. L. R. C. Michell and Mrs. Shepherd Barron.

Agents

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H.4.

SOCIAL GOSSIP

The Sultan of Zanzibar left Southampton on July 5 on his return to Zanzibar.

The Marquess of Crewe opened Charlton Park, the new playground at Greenwich, S.E., on July 13.

Lord Strickland, the head of the Ministry in Malta, and the Hon. Michael Strickland left London on July 3 for Malta.

The enthronement of the Bishop of Chichester, Dr. G. K. A. Bell, was attended by the Mayors of Chichester, Brighton, Hove, Lewes, and Worthing.

Mr. William Whiteley, M.P. for Blaydon, Durham, and Mr. Wilfred Palling, M.P. for Doncaster, have been appointed Junior Lords of the Treasury (unpaid), and so become Government Whips.

Major Frank Goldsmith, of North Audley-street, W., Conservative M.P. for North-West Suffolk 1910-1918, was married at Prince's-row Register Office to Miss Marcelle Mouillier, of Vichy, France.

Sir Gomer Berry, chairman of the National Baby Week Council, held a reception on July 2 at Chandos House, Queen Anne-street, London, to meet the delegates to the fifth English-Speaking Conference on Maternity and Child Welfare, and the mothers and friends of the National Baby Week Council.

Sir John Simon, who has found himself very much in the limelight in connection with the Indian Commission, is tall and distinguished, with an admirable speaking voice. Until he gave up the Bar he had a gigantic and enormously lucrative practice. Sir John is a Liberal to his finger-tips and a close friend of Lord Reading.

Sir Lawrence Weaver, a member of the Goodenough Committee on Education for Salesmanship, was some years ago a member of the ancient and honorable fraternity of the road, and was "in hardware and kindred lines." Since he gave up travelling he has occupied several important positions in public life, and was one of the administrative officers of the British Empire Exhibition of 1924-1925. He tells a good story and writes a good article.

Dr. Vilhjalmur Stefansson, the Arctic explorer and one of the highest-paid lecturers in America, is giving a series of four lectures at Cambridge. Tall, with bushy fair hair and a preference for mutton chops over any other food at no matter what meal, Dr. Stefansson is a Canadian born though of Icelandic origin. His passionate interest in the future development of Arctic Canada, and his intensive propaganda for the Arctic as a whole, alarm some people, though a number of writers rank him book "The Friendly Arctic" with the great travel books like Darwin's "Voyage of the Beagle."

Mr. Justice Shearman, who was taken ill at Hereford Assizes, was able to resume his seat a few days later.

The Parliamentary Election Petition against the return of Mr. J. H. H. Moses as M.P. for the Drake division of Plymouth will probably be heard in October.

The Earl of Derby was in the chair at the dinner which was held at the Mansion House on July 2 in aid of the special appeal for £100,000 for the Brompton Hospital for Consumption. The Marquis of Reading, Lady Stanley, Sir Philip Sassoon, Sir Horton Smith, Hartley, and Mr. George A. Macmillan were among the speakers.

A preparatory meeting held on July 2 in Vatican City by the Congregation of Rites was attended by the Cardinals and theological advisers of the Congregation, to discuss the proposed beatification of the Venerable John Ogilvie, of the Society of Jesus, who was killed in Scotland by "enemies of his Faith." Father Ogilvie's beatification is one of several which will take place in December. Other beatifications are those of some of the English Martyrs.

Mr. George Leslie Bannerman, for long a well-known figure in Fleet-street and the Temple, died on July 2. Mr. Bannerman was responsible for a great deal of shorthand writing work for the Government. Among other important inquiries, he reported the International Commission held in Paris to investigate the firing by Russian warships on British trawlers in the North Sea during the Russo-Japanese War, and took a staff to Singapore for the Tanjong Pagar Dock Arbitration in 1905.

Mr. Miles Mallowen, whose play, "The Fanatics," has been banned by the Norwich police, is a red-cheeked man of 41. His high forehead and horn-rimmed glasses suggest that his plays should be rather more highbrow than is actually the case. He has written a dozen plays since 1913, the most successful being "The Fanatics," which was produced a few months ago in Hong Kong, but he is better known to many people as an actor in Shakespeare, Sheridan, and Shaw.

Among the passengers of the air mail liner which arrived at Croydon aerodrome recently on the return journey from India was Miss Evelyn Chester, daughter of Lord Chester, vice-chairman of Imperial Airways. Until she stepped into the Imperial Airways machine at Karachi she had never made a flight, but in seven days she had covered 5,000 miles and had made the fastest journey from India ever completed by a woman. "On the trip she was the life and soul of the party," said Air Vice-Marshal Sir Vyall Vyvyan, who made the round journey in 14½ days. "One day we covered 1,050 miles, which was a pretty good test for the most enthusiastic air traveller."

Major Beaumont Thomas, M.P., for King's Norton, Birmingham, is living on a 50-ton yacht on the Thames at Chiswick. "I cut my living costs by one-third," he claims, "and I find it easier to get through my work."

Sir Auckland and Lady Goddes were host and hostess at the After Dinner Club conversation which was held at the New Burlington Galleries, London, on July 2. Mr. Beverley Nichols was the principal speaker, and his subject was "America."

Sir Victor Mackenzie, of Glenmuick, who has let his estate for the summer season to Mr. Herbert Lattila, was best man at the wedding of Princess Mary and Viscount Lascelles. He owns about 73,000 acres of land in the Highlands, and his deer forests are famous for their sport. Last season 160 head were accounted for on Glenmuick estate alone. Sir Victor is a colonel in the Scots Guards.

Lord Harris, who is keenly interested in the problem of brightening cricket, is so enthusiastic and so alert that one is not to forget that he was born in 1851 and succeeded his father in 1872. Apart from his cricketing career, he has been Under-Secretary for India (1886-86), Governor of Bombay (1890-95), hon. colonel of the Buffs, a Lord-in-Waiting to Queen Victoria, and A.D.C. to King Edward and King George.

Like father like son, the latest generation of the Grossmith family has felt the pull of the theatre. Mr. George Grossmith, Junr., son of the ever-youthful "G. G." has now become the manager of the Strand Theatre, of which his father is the lessee. Young Mr. Grossmith was previously a banker, working in the famous firm of Lazard, Robert Kindersley, is an old friend of his father. Their respective sons were at Eton together.

Lady Powis, who died under such tragic circumstances while motoring from Powis Castle to her London home, was noted for her likeness to the Queen. This was increased by the fact that she wore her hair in much the same way and dressed in a similar style. She had been involved in another motor-car collision some time ago, and this shook her a good deal at the time. The family is an unfortunate one, for Lord Powis, too, has been twice injured in accidents. Many years ago he was heavily thrown while hunting with the North Shropshire hounds and kicked in the back by his mount. The second accident was more unusual. With a number of other people he fell 12 feet into a cellar when a floor gave way at Lydney Hall, Montgomery, his own property, during a church fete.

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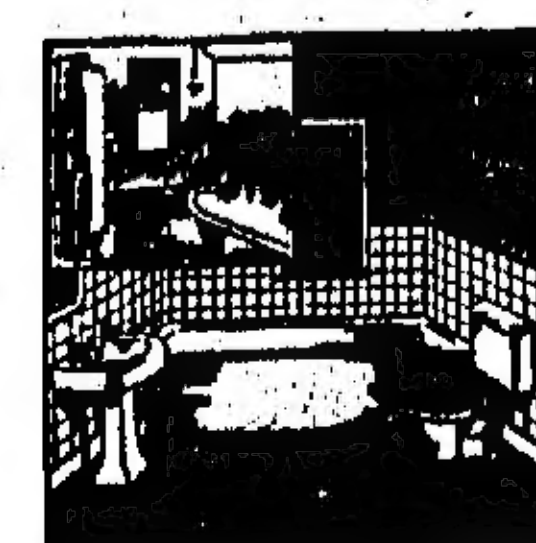
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Clowns!

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2.30, 5.20, 7.15
& 9.15 p.m.

AT THE **MAJESTIC**

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Kowloon.

LAWN BOWLS

K.C.C. Provide A Surprise

CIVIL SERVICE LOSE

Recreio Defeat The Bowling Green

The lowly-placed Kowloon C.C. provided the surprise of the day by defeating the Civil Service C.C. in Division I. of the Lawn Bowls League yesterday. This reverse has depreciated the chances of the Happy Valley team in the championship.

On the other hand, the prospects of the Craigengower C.C., who soundly trounced Tai Koo, are much brighter. The Club de Recreio's bid for honours, however, is not to be ignored as, by defeating the Kowloon Bowling Green, they are still on the same level as the C.C.C., being two points behind with a match in hand.

The Kowloon Dock R.C. who dropped from the top position a week ago to the fifth, have slightly "recovered" to No. 3, their victims being the Police R.C.

In the Second Division, the Civil Service C.C. continue in winning vein. The Craigengower C.C. also won, whilst the Bowling Green made up for the defeat of their senior team by overwhelming the Club de Recreio. The Electric R. C. fell another rung in the table by going under to the Yacht Club.

Division I

C.C.C. v. TAIKOO R.C.

At Happy Valley, the Craigengower C.C. (leaders) defeated the Tai Koo R.C. by 46 shots. On the first hand Baza's rink overwhelmed "Geordie" Morrison's, the latter scoring on only five heads. Baza's biggest score was a 6 on the 18th head.

Low scoring and even play was the feature of play on the second rink. Arrull scored 6 on the 15th head and finished three up.

Matthews ran away with a 1-2-2 in the first three heads. Omar replying with 2-3-4 in the next three heads. By the tea interval, the latter led by 6 shots. From then on, the C.C.C. did not look back and ran out winners by 12 shots.

Craigengower	Tai Koo R.C.
C. Buchanan	J. Chalmers
M. O'Brien	J. B. Chapman
H. Beer	W. Wotherspoon
H. Baza	G. Morrison
(Skip)	(Skip)
F. J. Neves	T. Grimes
A. A. Razack	A. Stalker
D. Rumjahn	R. Wallace
E. el Arculli	J. Ferguson
(Skip)	(Skip)
E. Tuck	T. Young
A. E. Coates	Jas. Sloan
W. T. Brightman	J. Laing
U. M. Omar	C. B. Matthews
(Skip)	(Skip)
82	86

K.C.C. v. CIVIL SERVICE

On their own ground, the Kowloon C.C. defeated the Civil Service C.C. by four shots.

On the first rink Silkstone opened with a 5 but scored on only six heads thereafter. Once Grimmitt got the lead he never looked back and won by seven shots. His highest score was a 4.

Taylor was overwhelmed from the start and was down 9-0 after six heads. He then got one and never scored again till the 17th head. Gibson's rink had the easiest possible win by 19 shots.

On the third rink there was never very much between the teams till Brown got 5 on the 15th head and led by 16-9. He won eventually by 8 shots.

Kowloon C.C.	Civil Service
H. Hampton	S. Randle
A. C. Burford	J. Deakin
A. Hyde-Lay	J. Hollidge
A. E. Silkstone	A. W. Grimmitt
(Skip)	(Skip)
H. Gittins	T. Laing
B. Petheram	F. H. Holdman
B. Overy	J. J. Gregory
J. Gibson	R. T. Taylor
(Skip)	(Skip)
Webb	F. E. Booker
J. Howe	S. E. Alderman
D. Purves	B. E. Maughan
L. E. Lammert	A. O. Brown
(Skip)	(Skip)
54	50

K.B.G.C. v. RECREIO

On their own ground, the Kowloon Bowling Green Club lost to the Club de Recreio by 14 shots.

Guy started with a 1 and a 5 and then his opponent scored from the 3rd to the 10th head, inclusive, including a 7 on the 6th and a 4 on the 7th head. Guy got 4; the Recreio a couple of units; Guy 2; Yvanovich 1, 3, and 4; and Guy scored on the last four heads but lost the game by 12 shots.

Ribeiro led at the 8th head by 15-6; Gow got 4; Ribeiro brought the score to 22-10 at the 14th head and eventually won by 6 shots. A 4 was scored by each side.

On the 3rd rink the score was 10-9 in favour of Russell at the 12th head and then he scored on the next five heads, winning the game by 4 shots.

Bowling Green	Recreio
H. Hall	E. L. Barros
H. Rose	L. Gutierrez
H. Nish	C. M. S. Alves
L. Guy	P. Yvanovich
(Skip)	(Skip)
18	30

E. W. Simmonds	T. W. Carr
E. L. Holland	W. Orchard
R. R. Davies	T. B. Smith
F. H. W. Haynes	J. P. Robinson
(Skip)	(Skip)
33	16

RECREIO v. K.B.G.C.

At King's Park, the Club de Recreio lost to the Kowloon Bowling Green Club by 27 shots.

Although Alves scored on the first two heads Whibley soon passed his score and secured a respectable lead (22-9 at the 18th head). Alves got 4 and Whibley 2 and 1, the latter winning by 12 shots.

Ozorio went away with a rush, leading 8-0 after five heads. At the 13th head the score was 14-9 and then Warren and Co. scored on five heads in succession, pulling the game out of the fire by 4 shots.

Basto led by 8-1 after 6 heads and then Bell passed him at the 10th head. The latter's lead at the 17th head was 16-12 and he finished up with a score of 23-12.

Recreio	Bowling Green
A. Rosario	H. F. Stancham
M. Baptista	Phillips
A. Gomes	A. W. E. Davidson
A. E. S. Alves	A. E. Whibley
(Skip)	(Skip)
E. Remedios	H. F. Thompson
J. Rosario	V. H. Chittenden
A. V. Barros	W. S. Drake
J. G. Ozorio	D. F. Warren
(Skip)	(Skip)
F. Ribeiro	C. Hall
L. Remedios	H. L. Dapley
F. Soares	W. E. Bell
A. H. Basto	W. E. Bell
(Skip)	(Skip)
40	67

YACHT CLUB v. E.R.C.

On their own ground, the Royal Hong Kong Yacht Club defeated the Electric R.C. by eight shots.

W. Macfarlane skipped for the Yacht Club on the first rink, but gave away a 6 on the second head and a 5 on the 19th head. Even so, the scores were 13-18 at the 18th head, but, save for a 4 for Mac-

UNIQUE GOLF FEAT

Playing at Shek-O golf course yesterday afternoon Mr. "Tam" Pearce played the fourth hole in one.

Twenty minutes later Mr. "Dick" Hancock also played the fourth hole in one.

This double event must be unique in local golf.

Another coincidence is that both Mr. Hancock and Mr. Pearce have been captain of Hong Kong Interport XI's at cricket.

farlane on the 20th heads, Muskett beat him on the end by 6 shots.

The Yacht Club, on the second rink, scored 18 on the first five heads, their opponents scoring on only seven heads thereafter and losing by 17 shots.

Webster scored on the first three heads, but Edward levelled the score at the 9th head (10-10). The game thereafter was remarkably even. Webster just securing the verdict by 3 shots.

Yacht Club	Electric R.C.
F. Sutton	F. F. Duckworth
A. T. Hamilton	F. Northington
J. K. Shaw	J. T. Lunny
W. Macfarlane	W. B. Muskett
(Skip)	(Skip)
E. E. Reed	L. de Rome
S. J. Jordain	C. H. Coutts
E. W. Carpenter	S. Deacon
A. Chapman	L. J. Davies
(Skip)	(Skip)
R. W. Stevenson	F. Tarbuck
R. Sutherland	H. Hatch
Hon. Mr. W. T. Southern	H. F. Akehurst
C. R. Edwards	A. Webster
(Skip)	(Skip)
18	21

LEAGUE TABLES

Division I.	P.	W.	D.	L.	Pts.
Craigengower C.C.	10	7	0	3	14
Club de Recreio	9	6	0	3	12
Kowloon D.R.C.	10	6	0	4	12
Civil Service C.C.	10	6	0	4	12
Kowloon B.G.C.	9	5	0	4	10
Kowloon C.C.	10	5	0	5	10
Tai Koo R.C.	10	4	0	6	8
Police R.C.	10	0	10	0	0

Shots For and Against

For Agst. Up Dn.	Goals.
Kowloon D.R.C.	637 515 122 0
Craigengower C.C.	546 547 99 0
Kowloon B.G.C.	533 508 25 0
Club de Recreio	544 519 25 0
Civil Service C.C.	552 554 0 2
Tai Koo R.C.	536 605 0 69
Kowloon C.C.	524 605 0 81
Police R.C.	499 618 0 119

Division II.

P.	W.	D.	L.	Pts.
Civil Service C.C.	11	9	0	21
Craigengower C.C.	10	7	0	14
Kowloon B.G.C.	11	7	0	14
Tai Koo R.C.	9	5	0	10
Electric R.C.	10	5	0	10
Yacht Club	10	5	0	10
Club de Recreio	11	8	0	10
Kowloon C.C.	10	0	10	0

Shots For and Against

For Agst. Up Dn.	Goals.
Civil Service C.C.	725 584 139 0
Kowloon B.G.C.	686 592 94 0
Tai Koo R.C.	551 495 56 0
Craigengower C.C.	601 559 42 0
Yacht Club	573 570 3 0
Electric R.C.	590 615 0 25
Club de Recreio	607 608 0 58
Kowloon C.C.	492 739 0 247

In the final of the London social club's golf tournament Buck's beat Badminton by 4 and 3.

NAVAL AQUATICS

Fine Gathering At Kowloon Camber

KEEN CONTESTS

Yesterday afternoon the second annual Dockyard Recreation Club swimming gala was held in the Kowloon Camber, when a fine gathering witnessed some very good races and exciting finishes in the various events. The weather was glorious.

There was a representative gathering of the Dockyard officials, naval officers, chiefs of Departments, and many ladies and their children.

The races were very keen, and the swimming on the whole was good. Miss Maude George figuring prominently. The greasy pole provided the best fun of the afternoon, whilst great interest was taken in the Derby.

The Nott Cup was won in fine style by Mr. Moore who just managed to beat Mr. Ursell.

Refreshments were served at 4.30 after which the gathering dispersed.

Results

Musical Lifebuoy (Open):—1st, Miss M. George; 2nd, C. Falkner.
Diving Competition:—1st, Mr. Bartlett; 2nd, Miss M. George.
Inter-Department Relay Race (8 laps of 50 yds.):—Won by Chief Engineer's Department.

Ladies' Handicap (50 yds., over 16 years):—1st, Miss M. George; 2nd, Mrs. Bartlett.

Club Championship (100 yds., members of D.R.C. only):—1st, Mr. Falkner; 2nd, A. Ursell.

Greasy Pole:—won by A. Ursell.
Youths Handicap:—100 yds 1st, R. Kirman; 2nd, A. Ursell.

Nott Cup Handicap:—(150 yds), (D. R. C. only); 1st, Mr. Moore; 2nd, Mr. G. Ursell.

Mixed Relay:—(2 laps of 50 yds); 1st, Miss George and Mr. Pankhurst. Obstacle Race:—1st, Miss George; 2nd, A. Ursell.

Dockyard Derby:—(50 yds); 1st, Mr. C. Falkner.

Lifebuoy Race:—(50 yds); 1st, A. Ursell; 2nd, Miss George.

The term (open) refers to all members of the staffs of the Dockyard and Depots.

The prizes will be presented at the annual distribution of the D.R.C. in December.

The following were responsible for the arrangements for the afternoon sport:—

Start:—Mr. A. B. Allen.
Judges:—Messrs. E. R. Robinson and Davy.

Committee:—Messrs. Owen, Guest, Mitchell, Kirman, and Ursell, (Hon. Secretary).

DAVIS CUP

Competed For On 24 Occasions

The Davis Cup International championship tennis tournament was instituted in 1900, and has been competed for on 24 occasions. The United States were the winners for the first three years, holding it uncontested in 1901. In 1903 Britain challenged and won the coveted trophy for the first time, and held it until 1907, when Australia won.

Australia retained the trophy for four years, losing it in 1912 to Britain, after having twice won it, and the challenge of the United States, being granted one walk over (in 1910), and defeating the Americans by five matches to love in 1911. Britain won the old match of five, but the following year lost the Cup to the United States by three matches to two. Australia regained possession in 1914 by a similar score.

After no contests during the war, 1915 to 1918, Australia proved her right to the blue riband of the tennis world by defeating Britain in 1919 by four matches to one. Then began the American invasion. In 1920 Australia succumbed by five matches to love, Japan met a similar fate the following year, while for three years in succession Australia fought her way to the final round, only to fail at the last hurdle.

The French came into the picture for the first time in 1925 when they earned the right to meet the holders, but were defeated, failing to get a match of the five played. In 1926 France again met the victorious U.S.A., to lose this time by four matches to one. Then in 1927 France astounded the tennis world by beating America by three matches to two, and thus obtained possession of the Cup for the first time. France withstood America's hot challenge last year by four matches to one, and again this year they have proved too good for them.

Of the 24 contests (walk overs having been granted in two years) America has ten victories to their credit, Australia six, Britain five, and France three.

Some visitors to Wimbledon this year have complained that it is rather dowdy in its decoration and gardening for such a distinguished sports ground.

BILLIARDS

Steel Coulson League Matches

[Contributed.]

During the week the St. Patrick's Club achieved two more successes in connection with the Steel Coulson Billiard League, defeating the Chief & Petty Officers Club, and is now at the top of the League. The Hong Kong Police, and Hong Kong Police Reserves put up a good show, each team winning its Home match.

The Buffalo Club team won both of their matches with the K.O.S.B. Sergeants, while the Garrison Sergeants won their Home match, but lost to the Royal Artillery Sergeants, away.

It was inadvertently stated last week that the highest break for the week ending August 3, was one of 37, whereas it should have been 56, and made by Staff Sergeant Royal of the Royal Engineers, and so far, is the highest break made since the League commenced. The results for the week ending August 10, are as follows:

TUESDAY EVENING

K.O.S.B. v. Buffalo Club	150
Skiggs	114 Earshaw
McClintock	150 Lacey
Bruno	108 Downman
Yardley	120 Franks
Barham	150 Brumblcombe
Dodds	76 Howells
Total	718

K.A. Sergeants v. Garrison Sergeants	72
Leach	150 Ashman
Grimes	150 Sharpe
Douglas	150 Benzeval
Burton	150 Ward
Hill	141 Jordan
Fisher	90 Hodson
Total	831

St. Patrick's Club v. C. & P.O.'s Club	780
Remedios	145 Searle
Vas	150 Spry
F. Da Cruz	150 Hamlyn
S. Da Cruz	117 McKenzie
Barros	150 Mitch
Baptista	150 Fox
Total	802

H.K. Police Res. v. H.K. Police	150
Sinn	150 Whant
Kwok	150 Sherry
Cheah	150 Pile
Pong	150 Blinkey
Mow Fung	108 Ellis
Wong	92 Bradwell
Total	800

Craigengower C.C. v. R.E. Sergeants	150
Ribeiro	129 Royal
Zimmerman	149 Maynard
Kitchell	150 Peachy
Kew	150 Pycock
Razack	114 Bevan
Reed	77 Butler
Total	760

C. & P.O.'s v. St. Patrick's Club	150
Sattell	109 S. Da Cruz
Petherick	103 Vas
Fairburn	125 Baptista
Searle	132 L. Remedios
Hamlyn	97 F. Da Cruz
Newcombe	105 Barros
Total	671

H.K. Police v. H.K. Police Res.	150
Bradwell	97 Pong
Sherry	150 Mow Fung
Blinkey	147 Sinn
Wyne	150 Kwok
Whant	138 Wong
Fender	150 Cheah
Total	832

K.O.S.B. v. Buffalo Club	150
Fenner	71 Lacey
Bell	150 Brumblcombe
Bruno	150 Franks
Doig	87 Earnshaw
Fitz Earle	150 Downman
Yardley	117 Howells
Total	725

Garrison Sergeants v. R.A. Sergeants	119
Jordan	150 Hill
Benzeval	150 Fisher
Ward	85 Glazebrook
Hodson	150 Scouler
Sharpe	150 Grimes
Ashman	150 Reeves
Total	835

LAWN TENNIS

Five League Matches Decided

H.K.C.C. VANQUISHED

Convincing Victory For The Indians

Competing teams in the Lawn Tennis League are working off arrears, five matches being staged yesterday. There are still a goodly number of postponed fixtures to be accounted for, and with the three championships still in the balance, interest is being kept up.

The Chinese R.C. administered a sound thrashing to their nearest rivals, the Hong Kong C.C., in the "B" division. This leaves the field clearer for the C.R.C., who have won eight matches in succession. They are now expected to retain the championship.

Of the other three fixtures in this section, the most noteworthy feature was the convincing victory of the Indian R.C. over the Kowloon C.C. This is, incidentally, the first point for the Sookumpoo team in eight matches.

In the "C" division, the Craigengower C.C. trounced the Royal Engineers and Royal Corps of Signals to the tune of seven sets to two.

"B" Division

H.K.C.C. v. CHINESE R.C.

On their own ground, the Hong Kong C.C. lost to the Chinese Recreation Club by eight sets to one. The visitors' fine combination was chiefly responsible for their easy victory.

Scores:—
O. E. C. Martin and C. E. Holmes (H.K.C.C.)
lost to Lau Fook-ki and Kwok Pook-kan 5-7
beat Lu Tak-cheuk and Lai Kwong-tsun 7-5
lost to Lau Man-ching and Cheng Chi-wing 4-6
lost to Lau Fook-ki and Kwok Pook-kan 0-6
lost to Lu Tak-cheuk and Lai Kwong-tsun 0-6
lost to Lau Man-ching and Cheng Chi-wing 3-6
lost to Lau Fook-ki and Kwok Pook-kan 3-6
lost to Lu Tak-cheuk and Lai Kwong-tsun 1-6
lost to Lau Man-ching and Cheng Chi-wing 3-6

M.B.K. v. SOUTH CHINA A.A.

At Kowloon, the Mitsui Bussan Kaisha defeated the South China Athletic Association by five sets to four.

In spite of the margin of only one set, the home team won easily as, at one stage, they had a lead of 5-2.

Scores:—
S. Fukushima and T. Ena (M.B.K.)
lost to Ng Shau-kwan and Tsung Chung-nin 6-2
lost to Ng Shau-kwan and Tsung Chung-nin 5-7
beat Wong Fook-nam and Yung Nai-cheung 6-2
T. Edo and G. Nakamura (M.B.K.)
lost to Li Yu-wing and Tso Chung-yun 4-6
lost to Ng Shau-kwan and Tsung Chung-nin 2-6
beat Wong Fook-nam and Yung Nai-cheung 6-2
T. Fujimori and M. Kitajima (M.B.K.)
beat Li Yu-wing and Tso Chung-yun 6-2
lost to Ng Shau-kwan and Tsung Chung-nin 4-6
beat Wong Fook-nam and Yung Nai-cheung 6-3

KOWLOON C.C. v. I.R.C.

On their opponents' ground, the Indian Recreation Club had matters practically all their own way against the Kowloon C.C. and ran out winners by eight sets to one.

Scores:—
W. Brown and F. Hamby (K.C.C.)
beat D. Mohamed and N. B. Kitchell 6-3
lost to A. H. Madar and S. A. R. Bux 3-6
lost to S. S. Hussain and J. S. Ackber 2-6
F. I. Zimmer and A. T. Lee (K.C.C.)
lost to D. Mohamed and N. B. Kitchell 5-7
lost to A. H. Madar and S. A. R. Bux 4-6
lost to S. S. Hussain and J. S. Ackber 5-7
A. J. Kew and G. Lee (K.C.C.)
lost to D. Mohamed and N. B. Kitchell 1-6
lost to A. H. Madar and S. A. R. Bux 0-6
lost to S. S. Hussain and J. S. Ackber 2-6

Y.M.C.A. v. R.E. & R.S.

At King's Park, the European Young Men's Christian Association lost to the Royal Engineers and Royal Corps of Signals by two sets to seven.

Scores:—
E. R. Price and H. Moffat (Y.M.C.A.)
lost to Lt.-Col. Skinner and Capt. de Linde 4-6
lost to Maj. Kerich and S. M. Atkinson 4-6
lost to Sgt. Trumper and Sgt. Palmer 3-6

HOME CRICKET

Notts Checked By Kent

CENTURIES AT A PREMIUM

Centuries were at a premium in the eight first-class cricket matches which ended at Home on Friday because the bowlers appear to have been on top in most of the games.

An exciting finish was seen in more than one instance. Somerset went down by 2 runs and Northants by 42, both losers being on their own ground.

Notts met a partial reverse at Canterbury but remain at the top of the championship. By gaining a victory outright Gloucester improve from fourth to second, because Lancashire and Kent could only get a lead on the 1st innings.

Macdonald's Benefit
Only two centuries were recorded in championship games and two others were provided in the South African's engagement. On the other hand, the names of 16 bowlers are in the "honours list."

At Manchester, Lancashire's match was for the benefit of E. A. Macdonald, the fast bowler. He was one of Warwick Armstrong's destructive combination in 1921, when Australia had a very successful tour. The next two seasons Macdonald played in the Lancashire League. Then, after getting a residential qualification, he has appeared regularly in the Lancashire XI.

Results at a Glance
Kent lost to Notts on the 1st innings.
Lancashire led Middlesex on the 1st innings.
Gloucester defeated Glamorgan by an innings and 26 runs.
Leicester lost Yorkshire on the 1st innings.
Sussex defeated Surrey by 224 runs.

Somerset lost to Essex by 2 runs.
Northants lost to Derby by 42 runs.
Warwick drew with the South Africans.

The Counties
(1) Notts 21 120
(2) Gloucester 22 118
(3) Lancashire 23 118
(4) Kent 23 116
(5) Yorkshire 21 111
(6) Sussex 22 103
(7) Derby 22 102
(8) Middlesex 21 98
(9) Leicester 23 98
(10) Hampshire 23 95
(11) Essex 22 85
(12) Surrey 22 71
(13) Warwick 22 71
(14) Northants 22 68
(15) Worcester 22 61
(16) Somerset 21 37
(17) Glamorgan 21 32

[Figures in parenthesis denote positions before this last match.]

Four Centuries
H. G. Owen-Smith (South Africa) 126
Hammond (Gloucester) 119
Croom (Warwick) 109
Cook (Sussex) 102

Best Bowling Figures
Freeman (Kent) 8 for 74
Hipkin (Essex) 4 for 26
Tate (Sussex) 4 for 27
Parker (Gloucester) 7 for 69
J. C. White (Somerset) 6 for 31
Slater (Derby) 6 for 36
Barratt (Notts) 5 for 23
V. W. C. Jupp (Northants) 5 for 31
O'Connor (Essex) 5 for 34
R. W. V. Robins (Middlesex) 5 for 44
I. A. R. Peebles (Middlesex) 5 for 45
Macdonald (Lancashire) 5 for 59
Townsend (Derby) 5 for 59
Macaulay (Yorkshire) 5 for 66
M. J. C. Allom (Surrey) 5 for 66
Goddard (Gloucester) 5 for 66

Kent v. Notts
London, Friday.

It was "touch and go" at Canterbury, where Kent received Notts and took five points for a lead on the 1st innings. Scores:—

Notts (1st innings) 155 runs (Freeman, A. P. took 8 wickets for 74 runs) and (2nd innings) 125 runs (Freeman 6 for 57).
Kent (1st innings) 186 runs and (2nd innings) 58 runs for 5 wickets (Barratt took 5 wickets for 23 runs).

Freeman and Barratt were both in the England XI in the last Test v. South Africa.

Lancashire v. Middlesex
At Manchester, Lancashire led Middlesex on the 1st innings. Scores:—

Lancashire 180 runs (I. A. R. Peebles 5 for 45, R. W. V. Robins 5 for 44) and 143 runs for 8 wickets, declared.
Middlesex 163 runs (Macdonald 5 for 59) and 51 runs for 4 wickets.

Gloucester v. Glamorgan
At Clifton College, Bristol, Gloucestershire defeated Glamorgan by an innings and 26 runs. Scores:—

Glamorgan 146 runs (Goddard 5 for 66) and 143 runs (Parker 7 for 69).
Gloucester 315 runs (Hammond made 119).

Leicester v. Yorkshire
At Leicester, Leicestershire led Yorkshire on the 1st innings. Scores:—

Leicestershire 215 runs (Macaulay 5 for 65) and 233 runs for 7 wickets.
Yorkshire 208 runs.

Sussex v. Surrey
At Hastings, Sussex defeated Surrey by 224 runs. Scores:—

Sussex 221 runs (M. J. C. Allom 5 for 60) and 320 runs for 7 wickets.
(Continued at foot of preceding column)

"HAMMER IN HAND"

Advice to Seek Protection of Police

SEQUEL TO A FIGHT

"You should have run away and let the Police protect you," was the remark made by Mr. E. W. Hamilton, yesterday, to one of two Chinese charged with disorderly conduct by fighting.

Evidence was given that the other man was the aggressor, and the man to whom Mr. Hamilton addressed his observation had a hammer in his hand, with which he was keeping the other at bay. His behaviour was that of one who was acting in self defence.

The Magistrate fined the aggressor \$5, and discharged the other with a caution.

COUNTING BEANS

Seven Chinese on Charge of Gambling

CONTRACTOR'S COMPLAINT

Seven Chinese were, yesterday, charged before Mr. E. W. Hamilton, at the Central Magistracy, with playing fa-tan in a contractor's match at Wong-nai-chong.

The Wanchai Police raided the match on Friday night, as the result of a complaint made by the contractor concerned, to the effect that his men were being taken away from their work by the gambling.

Two men, who were counting beans when the Police arrived, were fined \$5 each for running the game, whilst the other five were fined \$1 each for taking part in the game.

A sum of \$6.47, which was found on the gambling table was confiscated.

"NOT VERY NICE"

Shouting in Kowloon Tong

At the Kowloon Magistracy yesterday morning, being Mr. T. S. Whyte-Smith, a Chinese hawk was fined \$2 for not having his licence, and for shouting his wares in a prohibited area, viz., Kowloon Tong.

Defendant at the time of his arrest by an Indian P.C., was shouting "mai tung kwa."

His Worship: What is "mai tung kwa?"

Interpreter: "Buy melon," your Worship.

His Worship: Kowloon Tong has many European residents living there, and it is not very nice to go shouting "mai tung kwa."

ASSAULT CASE

Doctor To Give Evidence

Yesterday morning at the Kowloon Magistracy, Mr. T. S. Whyte-Smith accepted a written statement that Dr. T. P. Woo, M.B., Ch.B., will give evidence in the remanded assault case, in which three Chinese are charged with assaulting a boarding-house runner on board the J.C.L.L. s.s. "Tijaroem," a few weeks ago.

Mr. F. C. E. Rendall is appearing for the prosecution, and Mr. J. M. Remedios for the defence.

The case will begin on Tuesday.

WHO'S WHO

Aboard "President Wilson"

Among the prominent passengers on board the "President Wilson" who are in transit through Hong Kong are the following:—

Mr. A. E. L. Robertson, manager for Japan for the Sun Insurance Office, Ltd., of London.

Mr. Dieng Liang-ching, manager, Asiatic Overseas Co., at Shanghai.

Mr. Hang Shu-liang, Secretary, The Agricultural Products Inspection Bureau, Ministry of Agriculture and Mining (Kwangchow).

Among the prominent passengers on board the same ship who are in transit through Hong Kong are the following:—

Mr. J. S. Colbath, mining engineer with the Benguet Consolidated Mining Company of Manila. Assistant General Manager.

Mr. Paul C. Hartman, manager of the Pink Tyre Company, en route to Manila, on a business trip.

Mr. James Corey, who is with research staff of U.S. Rubber Company, en route to Sumatra via Singapore.

Mr. Julius Brittlebank, internationally known "globe trotter" on his tenth trip around the world. Mr. Brittlebank is a retired cotton broker of Charleston, South Carolina.

Mr. and Mrs. John W. Campsie, and Mr. John W. Campsie, Jr.—Mr. Campsie, Senior, is a retired publisher of Beverly Hills, California, on his second trip around the world. Mr. Campsie is the author of many books of travel. They are en route to New York City. Mr. Campsie, Jr., is connected with the Security First National Bank of Los Angeles, California.

Mr. Raymond G. Thomas, Commander, United States Navy, en route to Manila. With Comdr. Thomas are his wife and son.

Mr. George F. Lenders, General Representative, Caracas, London.

Mr. Olla H. Morris, an ecologist, en route to the Dutch East Indies, on business, via Singapore.

Dr. Augusto P. Villalon, chief physician, "Southern Islands Hospital" at Cebu.



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For Manila.—Jean Cochet, James S. Colbath, T. H. Eckerson, H. J. Eddo, Mrs. May S. Fox, Stark Fox, Paul C. Hartman, D. R. Hernandez, E. F. Hurt, Mr. Jack Hurt, Augusto Lloera, Dr. Vicente Lopez, Miss Mary L. Miller, Rev. T. J. Moczygemba, Rev. L. V. S. Moczygemba, Manuel Paxon, Juan Peckson, Jose E. Rabe, Luis Santos, Miss M. D. Smith, Mr. and Mrs. Hippolyte S. Stanley, Leonardo Tapia, Comdr. and Mrs. R. G. Thomas, Mr. Douglas Thomas, Leon W. Valencia, Dr. and Mrs. A. P. Villalon, Mr. A. Villalon, Dr. Francisco Villaruz.

For Singapore.—James Corey, Mr. and Mrs. Jack G. Gjording, Mr. Calvin Gjording, Mr. and Mrs. David C. Harrell, K. Kirpalani, G. P. Fenders, Harry Matthews, Miss Blanche Maxwell, Ollie H. Morris.

For Penang.—Mr. and Mrs. Kuhn Calvert, Mr. and Mrs. L. W. Darling.

For Colombo.—Miss Lauretta Crim, Mrs. E. B. Davis, Miss Lois Davis, P. G. Smith.

For Suva.—Miss Helen Garst.

For Alexandria.—Robert D. Brough, John H. Maguire.

For Naples.—Mr. and Mrs. Joseph J. Fox, Dr. and Mrs. Ernesto Zubieta, Miss Elida Zubieta.

For Marcellus.—Julius Brittlebank, Mrs. Mary J. E. Richmond, Miss Edna E. Richmond, Mrs. Blanche E. Watson, Miss Louise Watson.

For New York.—Mr. and Mrs. John W. Campsie, John Campsie, Jr.

For San Francisco.—Mrs. Madeline McClenden, Mrs. Rose C. O'Donnell.

DEPARTURES

Per s.s. "Fushimi Maru" for Europe on August 10 were:—

T. Komatsu, K. Yamamoto, Z. Nagata, T. Nagata, S. Yamamoto, M. Kanda, Miss E. D. Hassell, S. Kanamori, Rev. and Mrs. W. M. Cameron, Dr. and Mrs. S. Jamieson, K. Hanai, Miss Jamieson, M. Shiotaki, Miss Lewis, J. A. Lewis, M. Yagi, J. Ishida, M. Yamada, S. Chiba, L. H. Hassell, A. J. Guterus, T. Shimizu, K. Unno, M. Matsumoto, S. Itokawa, H. Mizuno, M. Maeda, Miss S. Maeda, T. Seno, A. Kurita, Capt. G. Francisco, Capt. Jose C. Fernandez, K. Kimura, N. Tanaka, Mr. Morimoto, T. Matsumura, Y. Tanami, J. Oiyama, M. Handa, K. Tajiri, T. Akiyama, Miss E. E. Kamp, Miss L. E. Pedding, Mr. and Mrs. J. H. Inwood, Mrs. Cougle, M. Kusuhara, Y. Kira, S. Kunitake, Mr. Inwood, S. Kimura, S. Morimoto, T. Matsumura, E. Hope Gaten, Mr. and Mrs. K. Iam, H. Hayland, K. Okada, Manuel Luis, Lieut. Antonio Luis, A. A. Kaempfi, Y. Izutau, S. Fukumoto, Wang Lau-kai, Mr. and Mrs. T. H. Eonau, Mr. and Mrs. Harada, Abdulla Muhy, E. F. Ferguson, Antonio da Conceicao, A. Anderson Hytten, K. Fukushima, K. Fukuchi, Chao Shui-chiu, S. Aoyama, Y. Nakano, Mrs. Y. Kikuchi, Mrs. Y. Yasushima, George Wang, B. Monheimer, Jacotia, Miss M. Benidoko, Mrs. M. Benidoko, Miss M. Benidoko, Mrs. M. Fukuchi, Mrs. K. Yokoi, Mrs. and Mrs. Walter Egge, Mr. and Mrs. Yung Wah-jan.

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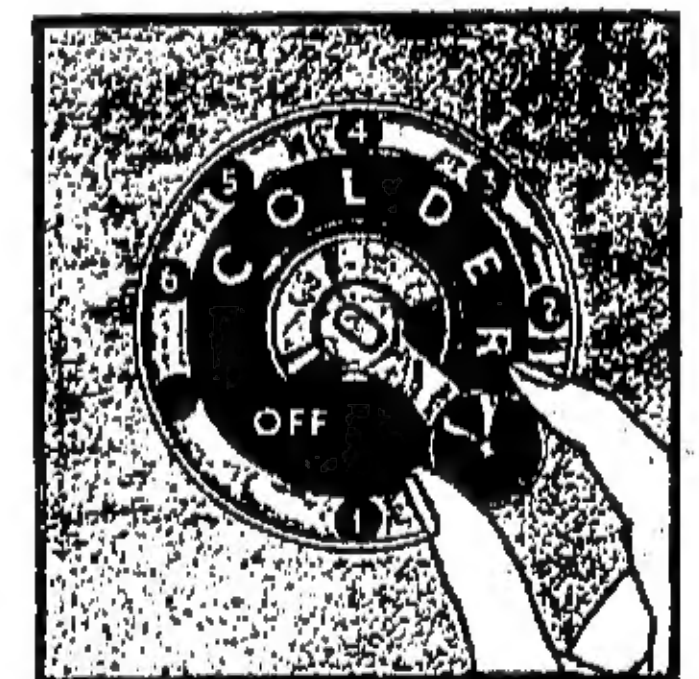
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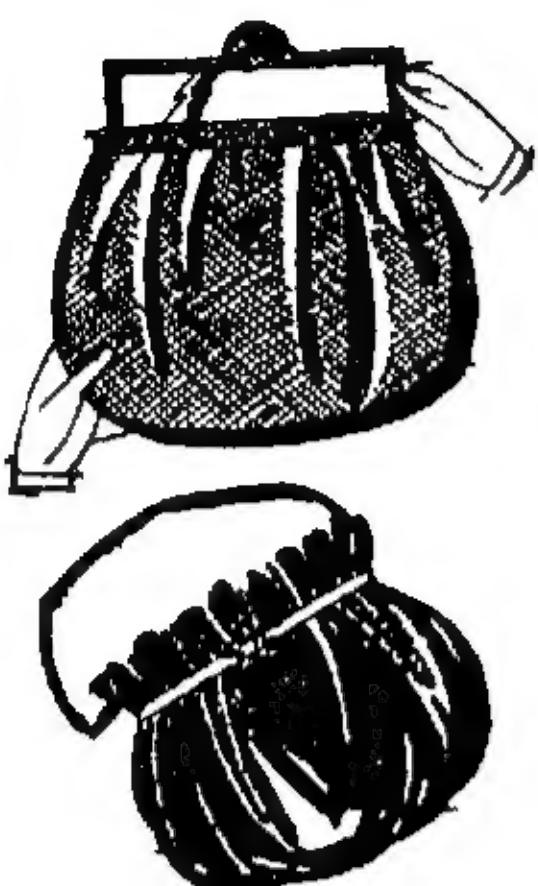
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Looking to the
Why Not An great progress
Eisteddfod? of the Philharmonic Society

during the "singing" season of may to some appear odd why no effort is ever made to organise an Eisteddfod. 'Tis a comprehensive affair is a Eisteddfod. To win medals, certificates on vellum, and silver cups at an Eisteddfod requires skill in singing, dancing, and the operation of all sorts of instruments—everything, in fact, except tests in the technique of the oboe, the gramophone, and the motor horn.

It should be early
Early To to organise an
Organise Eisteddfod in Hong Kong — once you have got the spelling right and the pronunciation right, because even the pessimists (usually the next door neighbours) have to admit that Hong Kong (with the aid of Hung Hom and Shamshui-po) is a musical community. Little difficulties sometimes may arise, of course, such as the trouble when one of the aspirants for a laurel wreath for depressing the keys of a piano proves to be left-handed and a suitable instrument cannot be obtained, and a two-stroke coloratura soprano fails to reach the altitude of the first "a" in Peak Altitude and is liable to be foot-faulted by the Umpire.

Still, an Eisteddfod Musical (three of 'em d's)? Culture — that right! ought to do a lot to encourage musical culture (what there is of it) and should give a great impetus to the industry of holding musical evenings when the baby in the downstairs flat is yelling or the man in the flat above has come home late in a windy night (the wife, of course, being windy). Once a Hong Kong girl gets the hunch that she can play a musical instrument, she immediately develops a musical complex, even if the only example of the brass-smith's art that she can fool around with is a low pressure trombone or one of those curly things which people have to wear round their necks like a collar; we

have no idea what they are called, but just as no home is complete without an ice chest in this weather, so no brass band is complete without one of the brass things that if pulled out straight would reach as far as a fire escape but be more difficult to climb.

Similarly ton-
Advantage Of solitis is the
Tonsolitis only thing that will stop a

Rong Kong and or Kowloon young man from singing if some misguided person has never hinted that he has a voice a Chinese street hawker might envy, or that his high-tension vocal cords ought to be tuned in by a teacher of voice straining—sorry we mean training. What we cannot understand about a lot of our vocalists who are keen on music is why they don't buy a gramophone and listen to somebody who can sing, or purchase a canary who has all day in which to practise.

When you con-
Tennis Fever sider that in this part of the world the only young people who do not play tennis are those under the age of five years, it is very disconcerting to learn that tennis makes pretty girls plain, and plain girls plainer. We are told that serving at tennis causes the nose to wrinkle and become as creased as the purl side of a piece of tripe, and that the game in general gives the girls a hard and set expression and ruins beauty of the "windows of the soul." After watching some tournament tennis during recent decades—we mean years in Hong Kong—we should not have been surprised to learn that the game makes them double-jointed, fits them to become acrobats and destroys their tempers, if any, but we haven't noticed the disastrous effect upon their facial features, perhaps because their faces are hidden by those absurd tennis hats with peaks like a verandah roof, while the general tendency is to feature less prominent parts of the anatomy. It is a sad thought that a girl who wishes to preserve her "lemonade and roses" complexion is liable to be

an "also ran" in the matrimonial sprint for a husband unless she avoids tennis. Verily, it is a hard world!

Recently,
Our Working under the
Year heading of
"Our 'Work-
ing' Day," we discussed in these columns a suggestion that people in Hong Kong work an hour too long each day, and do not take sufficient time for tiffin. An hour for "chow" is certainly too short, considering the far-flung homes of the workers, who all cannot afford to eat in restaurants. They have therefore to content themselves with a couple of sandwiches or rush off home, swallow a mouthful, and rush back to office. In this way most people in Hong Kong in time become victims of indigestion. But the purpose of this paragraph is to discuss Hong Kong's working year.

In North
An Invariable China where
Rule the climate is better than

here and the game of chasing the "almighty dollar" is just as keen, the employers still find it possible to consider the well-being of their workers, and it is invariably the rule for every employee to be given two weeks' holiday during the hottest part of the summer. They take turns at it, of course, and it undoubtedly means more work for those left in the office, but the thought that their turn will come soon makes them take on the extra work willingly.

The good a short
Benefits holiday does for
Everybody the worker also benefits the
"boss," because the employees return with renewed energy to tackle their work with willingness and even enjoyment. Why can't all local "taipans" give their staff similar advantages? A little consideration like this makes employees feel that their welfare is being looked after and this, again, results in cheerful and loyal effort for the good of the firms which employ them.

SUNDAY SALLIES.

We are undone!—The "Daily Press" has cribbed our heading "Round the Town" for its "Woman's Page."

A contemporary's heading yesterday: "Police Sergeant in Dock"—He wasn't!

Assuring to learning from Father Byrne that Boy Scouts learn more than climb over walls—But isn't that the close preserve of jail birds when they make a bid for freedom?

The Boy Scouts have already christened their new property at Saiwan "The Enchanted Isle."

He who fights and runs away (with a hammer in his hand) lives to fight another day.

Doesn't always pay to waive a hammer when you can wave it with more effect.

A defendant missed a case in the Summary Court on Friday afternoon because "he'd been all over the building and couldn't find the Court"—Small things go astray easily!

Magisterial advice: Don't fight; run away and let the Police protect you.—But first catch your Police before you drop your hammer.

A padl field needn't necessarily be confined to Irish ownership.

Moneylenders are taking more interest than ever in Summary Court judgments.

The Jiriksha-puller of Kowloon is the strongest in the Orient—he can hold up the whole traffic several times a day.

The K.O.S.B. blighters who had a free voyage to Shanghai now realise that Shanghai is not Blighty.

For an outlay of only a 10 cents for tram fare to Saiwan Boy Scouts—says a high authority—"Can live on rice and what fish they can catch from the sea"—must have mistaken rice for manna.

A reward of 99 days in Major Willson's workhouse is offered to the competitor who first solves the puzzle of how an ingenious prisoner nearly—but not quite—made his escape.

Former inmates, pensioners and boarders alike, are barred from this easy and simple contest.

All attempts must be accompanied by an authenticated finger-print.—Photos are not desirable.

Traffic at the Hong Kong side of the Star Ferry has improved 99½ per cent. since the European Traffic Sergeant took up his stance there after the suggestion thrown out in a leading article in the "Sunday Herald."—Thanks.

The Labour candidate at the Twickenham by-election "poled" just 503 votes below the Conservative, says the "China Mail."—He's still up the pole, so to speak.

Says the local "Telegraph" of yesterday week: "The total (water) in storage this morning was in excess of 1,200,000,000 gallons, and it is anticipated that this will be increased over the week-end."—On Monday it informed its readers: "Between 1,400,000 and 1,500,000 gallons are now in storage."—Where, oh! where, did those 1,198,600,000 other gallons go to over the week-end?

The Peak is comprised of tiers and tears.

Hat racks in the saloons of the Star Ferries might help to relieve the congestion during the rush hours.

As compared with the Jirikshas on the Kowloon side those in Hong Kong are a crawling disgrace.—They should be provided with half a dozen wash amahs and half a dozen sewing amahs.

On August 6 the "S. C. M. Post" exclusively announced that the indicated horse power of the French cruiser Waldeck-Rousseau is 40,000 tons.

Audited and found correct and repeated by the "Hong Kong Telegraph" on the same date!

Seem to have taken French leave of their sense of proportion.

It's a long lane that has no turn in—to a "cold drink" stall.

Can a man be a Brewer and a Banker at the same time?

Says the Rev. G. T. Waldegrave: "Boy Scouts never beg."—They're old enough to steal—the hearts of the Girl Guides.

Observatory note: The weather may continue "fine"—from the Water Authority's point of view.

The Acting First Magistrate says that the proper form of oath for Christians is on the Bible.—Are Scotsmen not Christians?

Now that the water crisis is over 'tis expected that the Government Departments will go back to play again.

'Tis hoped that the Playing Grounds Committee are not spending all this time playing with the subject.

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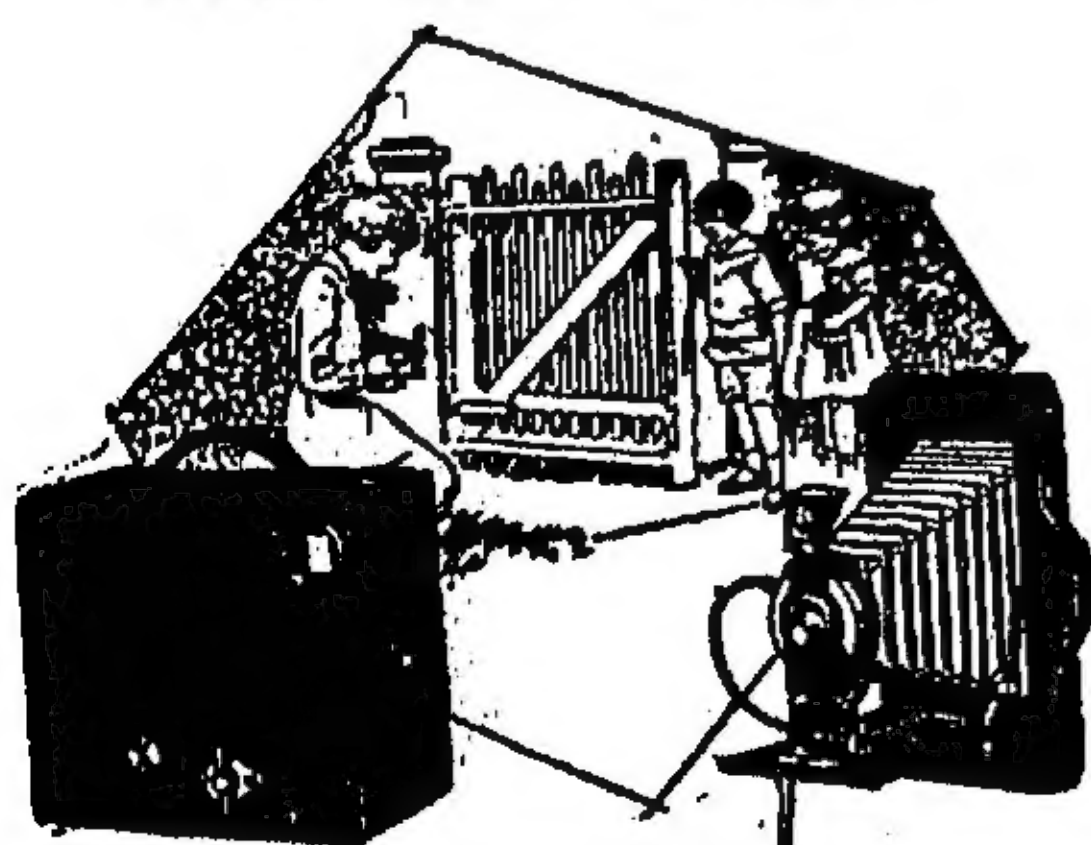
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HONG KONG, SUNDAY, AUGUST 11, 1929.

Windfall For The Boy Scouts

THE past week has been memorable in the history of Boy Scouts
 the world over by reason of the high honour conferred by His
 Majesty the King on the Chief Scout, Sir Robert Baden-Powell on
 the occasion of the great Jamboree. The week shall always be
 memorable in the annals of the local Boy Scout movement also by
 reason of the public announcement of the acquisition on behalf of
 the Scouts of Barker's Island at Saiwan.

This acquisition has been made possible by reason not alone of
 the sagacity of the Commissioner and Council of the Boy Scouts
 here but through the liberality of the Government grant. Here,
 "for ever and a day," the Boy Scouts can engage in the fullest
 possible programme of their well-known activities, moulding and
 building up Character, Discipline, and Manhood and Physique in
 boys of all ages, all who are willing to pledge themselves to do that
 one good turn a day that helps to lighten humanity around them and
 make the world better for the Boy Scout movement.

Barker's Bungalow or "Island" at Saiwan has fallen into the
 lap of the Boy Scouts as a windfall. It is more than that. It may
 be regarded by succeeding generations of Boy Scouts here as a glori-
 ous heritage in the greatest of all great causes amongst the young—
 the young who are being trained up in the right way to be the best
 type of citizens of the future. It is, or rather will be, a heritage
 to be zealously guarded and preserved. It is a heritage that will
 make history in the movement in this Colony. Within their own
 sacred preserves, away from the disturbing influence of intruders
 and vandals, all the requirements of Camp life can be carried on
 throughout the whole year—at the cost of only a ten cents tram fare
 there and back.

The grounds are commodious enough to meet every want of the
 Boy Scout for decades to come. Every conceivable hobby can be
 pursued in the open air without let or hindrance—but rather with
 every possible guidance and encouragement. The wide expanse
 of the sea, with all its glories and all its wonders, is there for the Sea
 Scouts to carry out their nautical work and their nautical play.
 With the addition of a hulk there is no end to the possibilities
 ahead of the Sea Scouts. With the growing public interest in the
 Boy Scout movement, perhaps it may only require a gentle hint
 to some generous philanthropist to ensure the procuring of a hulk
 for the new centre of work at Saiwan.

It may be said without exaggeration that once Barker's Bungal-
 ow and its immense grounds are in ship-shape order for the re-
 ception of the Boy Scouts the movement in the Colony will receive
 a tremendous impetus that cannot but have its repercussions on
 the branches elsewhere in the Orient, and even further afield.
 Greater things, too, will be expected of the Boy Scout movement
 here, but with the fine spirit of the Chief Scout and founder ever
 before them it can confidently be anticipated that all—Commission-
 ers, Scout Masters, Scouts, Rovers, and Cubs—will in deed and in
 word demonstrate that they are a power for good to be reckoned
 with in the communal life of the Colony as a whole.

HONG KONG FAIRY STORIES

Every one is perfectly happy
 with the present water supply.

Building contractors who
 groused against the water restric-
 tions are now petitioning the
 Government to intercede with
 the Weather Clerk to cease the
 showers as they are interfering
 with building operations.

A Kowloon Tong resident has
 been fined \$5.99 for allowing a
 muzzle to be at large without a
 dog.

The prisoner who pleaded
 guilty to trying to escape from
 Victoria Jail has promised to
 publish the secret method in next
 issue of the "Sunday Herald."

"THE HERALD" CALENDAR

August 11, 1834.—First public
 meeting of British merchants in
 Canton, convened by Lord Napier,
 who suggested the establishment
 of a Chamber of Commerce.

August 12, 1911.—Attempted
 assassination of Admiral Li Chun
 at Canton.

August 13, 1913.—Fighting
 and looting at Canton following
 fight of relief leaders.

August 13, 1924.—Shameen
 strike settled.

August 14, 1914.—British
 steamer "Glenfarg" sunk near
 Gota Islands.

August 15, 1904.—Prince and
 Princess Arisugawa of Japan en-
 tertained in Hong Kong.

August 17, 1903.—Serious
 typhoon at Macao.

PLAYING GROUNDS

It is now a considerable time
 since the Government appointed
 the Playing Grounds Committee
 to inquire into and report on the
 whole subject of playing grounds
 within the Colony. It is known
 that members of the Committee
 have personally explored likely
 sites for playing grounds on both
 sides of the harbour, besides in-
 specting the playing grounds
 already in use. It was, of course,
 inevitable that part of the work
 of the Committee should be held
 up during the recent health trip
 to the Philippines undertaken by
 the Hon. the Colonial Secretary.
 It was, furthermore, only natural
 that, whilst the minds of all were
 so preoccupied with the water
 crisis, less attention was given
 to the Playing Grounds Commit-
 tee and to the duties devolving
 on it. In a very short time, public
 interest will be riveted on the
 Estimates for 1930; and, if the
 Playing Grounds Committee hopes
 to figure therein in respect of any
 recommendations and sugges-

PLEASE NOTE.

Subscribers of the "Sunday
 Herald" who fail to receive their
 papers regularly are requested
 to notify the offices of the
 publishers, No. 3a, Wyndham-
 street, as soon as possible,
 promptness in this respect mak-
 ing it easier to have the matter
 rectified.

It seems that no more time
 should be lost now in getting
 down to bedrock and submitting
 a report to the Government. In-
 cidentally it would be interesting
 to know the nature of the
 response to the invitation to the
 public to communicate ideas and
 suggestions to the Playing
 Grounds Committee. An official
 communique on the subject would
 be acceptable.

OVERCROWDING OF BUSES

The trifling traffic cases that
 come up before the Magistrates,
 viz., failing to produce licences
 when called upon to do so by any
 Police officer; obstruction by
 parking one's car or cycle on a
 road, and especially, offences by
 poor jinrikisha-pullers, who are
 fined \$1 or \$2, which is probably
 their day's earnings, are a
 waste of time generally.
 The traffic "cops" seem keen on
 bringing people up to Court and
 getting them fined \$5, or even
 more. For a change, why do not
 the Police direct their attention to
 the overcrowding of buses in
 Kowloon, and have the Bus Com-
 panies fined on the ten-dollar-line?
 Often it happens that a bus takes
 passengers in excess like a tin of
 sardines. In every bus is a notice
 which states:—"Licensed to carry
 24 passengers only" (or whatever
 the number may be). Yet, time
 and again, the buses carry five
 passengers and more in excess,
 plus baggage and bundles and
 poles which the Chinese usually
 have. The traffic "cop" goes up
 and down Nathan Road where all
 the buses are, and if he kept the
 right eye open, the Government
 would be the richer by many well-
 deserved fines! On the No. 2
 route it is an old trick to take in
 as many passengers as possible
 on the way in from Lai-chikok,
 but, as soon as Nan Chang
 Street is reached, up goes the
 "Bus Full" sign! Tricks in every
 trade, especially where there is a
 monopoly.

"NAVY WEEKS"

"Navy Weeks" are to be held
 again this year at Chatham,
 Portsmouth and Plymouth, when
 more ships than before are to
 be thrown open to in-
 spection. There will also be ex-
 hibitions of the work of divers,
 while it will be possible for
 visitors to see the work which is
 normally carried on in one of
 H.M. Dockyards. In short, "Navy
 Weeks" give an excellent oppor-
 tunity for the general public to
 add to their knowledge of the
 Royal Navy and the way in which
 it performs its routine. Chatham
 "Navy Week" is to be held from
 August 12-17 and Portsmouth and
 Plymouth from August 17-24.
 Chatham Dockyard will be open to
 visitors from 2 to 6 p.m., the
 others from 1 to 6.45 p.m. daily,
 and the charge will be at each 1s.
 per head. The money thus ob-
 tained is devoted to Service chari-
 ties. Time and again, it has been
 suggested that a "Navy Week"
 might be held in Hong Kong at a
 time when the majority of the
 warships on the China Station are
 in harbour. Familiarity with
 British warships seems to breed
 indifference to them here. Let
 a British warship visit another
 British port in the Orient, how-
 ever, and at once it is thrown open
 for public inspection. The Navy
 League, which is doing good work
 in a quiet way here, might per-
 haps be induced to take the
 initiative toward a "Navy Week"
 during the coming Winter
 months.

KOWLOON GOSSIP

The Kowloon Football Club con-
 cert on the 3rd instant went with
 a swing from beginning to end, and
 many members of the Club went on
 "singing" long after the pro-
 gramme had ended. Talented
 artists together with efficient
 management made the concert a
 success, and there was not one hitch
 recorded in the whole of the
 proceedings. There was only one
 minor complaint, and that was di-
 rected not against the concert it-
 self, but rather against certain
 people in the audience who con-
 tinued to chatter "sweet nothings"
 during the performance of the
 music, much to the annoyance of
 other people in their vicinity. "Mr.
 O. B. Good," as a very Reverend
 Gentleman, fulfilled the expecta-
 tions of the audience, who knew
 him well in spite of his fictitious
 name and "get up". Mr. W. J. Geall
 is to be congratulated for his know-
 ledge as to how far he could go
 with his particular vein of humour.
 Prior to his appearance, the chief
 clown of the evening announced
 that Mr. R. McA. Keown had just
 avoided a serious motor accident in
 the New Territory, and had thus es-
 caped the danger of being thrown
 into "Eternity". Mr. R. McA.
 Keown was expected to appear with
 a very white face and with his hair
 standing on end, but nothing of
 that nature occurred. On the con-
 trary, Mr. Keown sang boldly and
 powerfully to a delighted audience,
 and there was no trace of his hav-

ing been in any way discomfited.
 Mrs. Cairns was very well received,
 and justifiably so. Her rendering
 of "My dear Soul" and other songs
 was very much appreciated, and the
 audience was loth to let her leave
 the platform.

Mr. A. L. Jeeves amused every-
 body with two of his old songs en-
 titled "The folly of eating" and
 "My word! you are looking bad"
 neither of which titles, however,
 had any connection with Mr. Jeeves'
 own general appearance.

Without doubt the "hit" of the
 evening was provided by the Aloha
 Serenaders. It was a sheer delight
 to listen to the soft soothing music
 of the guitar and it is to be hoped
 that the Serenaders will give
 a concert on their own in Kowloon
 in the near future.

The Brunswick Band, as already
 announced, is a unique combina-
 tion of Mr. Sequerra and his seven
 sons. This Band played very well
 indeed, and added greatly to the
 success of the evening. Incidental-
 ly it would be interesting to know
 whether this clever family all prac-
 tice in separate rooms in the same
 house at the same time. We trust
 not!

The concert was generally voted
 a success, and it is to be hoped that
 the Football Club will reach a
 similarly high standard of success
 during the coming season.

Overheard

A rather bald gentleman was re-
 lating how they used to play real
 football in the old days.—"These
 were the days—twenty years ago—
 we played football then—etc etc.
 A younger member relieved the
 situation by a close observation of
 the gentleman's head and the state-
 ment "Well, sir, there was more
 grass on the field in those days."

Mr. H. Munday is now about
 again after his recent indisposition.

Golf

Golf last week-end was nothing
 more than a chase to avoid the
 showers. There were some half a
 dozen matches played, and about
 twice that number of lost balls.
 Mr. Lopez has not yet forgotten
 how Mr. J. D. Thompson holed out
 from 40' at the 9th hole in their
 Championship match last year.

CORRESPONDENCE

THE CHIEF SCOUT

(To the Editor of the "Sunday Herald")
 Sir,—In the "Sunday Herald" of
 the 4th instant there appeared an
 article offering a suggestion for the
 commemoration by the local Scouts on
 the conferment of a Barony on their
 Chief, Lord Baden-Powell.

You suggested a sort of
 "Jamboree" of mixed Scouts at
 Poppy Valley, or a Church Parade.
 In my opinion there is a
 much better method and a more worthy
 one. Why not let us have Scout Tattoos,
 similar to the Grand Tattoo we had
 last October, but on a much smaller
 scale? The proceeds of the Tattoo
 could be devoted to charities, and beds
 may be founded in hospitals to be
 named after the Chief Scout.

Besides, the Scout movement is com-
 paratively unknown to most of the
 Chinese residents, who still seem to
 think that the Scout movement is a
 Military movement, as the name "Tung-
 Tze Kwan" (Child Soldier) implies.

Of course my suggestion may be un-
 acceptable to the authorities concerned,
 but I am giving it as what I think it is
 worth.

Yours, etc.,
 A RESIDENT.

Hong Kong, August 6.

tween the Commonwealth of Aus-
 tralia of the one part, and Hong
 Kong's and other parts of His
 Majesty's Dominions of the other
 part.

Hong Kong's patrons of the
 Queen's Theatre are soon to be
 given a show by Mr. Torcat, the
 originator and producer of Rooster
 Acts, the roosters being the only
 trained game in the world, accord-
 ing to the framed advertisement in
 the main entrance of the Theatre.
 Mr. Torcat will be assisted by Mlle
 Flor d'Aliza.

The Director of Air Services,
 Hong Kong (the Hon. Comdr. G. F.
 Hole, R.N. retired) announces that
 persons intending to fly British air-
 craft over Dutch East Indian terri-
 tories should communicate their in-
 tentions to the British Consular
 Representative at the place nearest
 to their intended destination. At
 least five days' notice should be
 given.

Special celebrations of the feast
 of the "Seven Slaters," an article on
 which is published elsewhere in
 this issue, were held at Lee Garden,
 last evening, and will continue to-
 night. Tableaux depicting the
 legend were erected in the Garden
 and these attracted large crowds
 from early evening until midnight.
 It is estimated that about 10,000
 persons, including some foreigners,
 witnessed the celebrations last even-
 ing, and another big crowd is ex-
 pected to-night.

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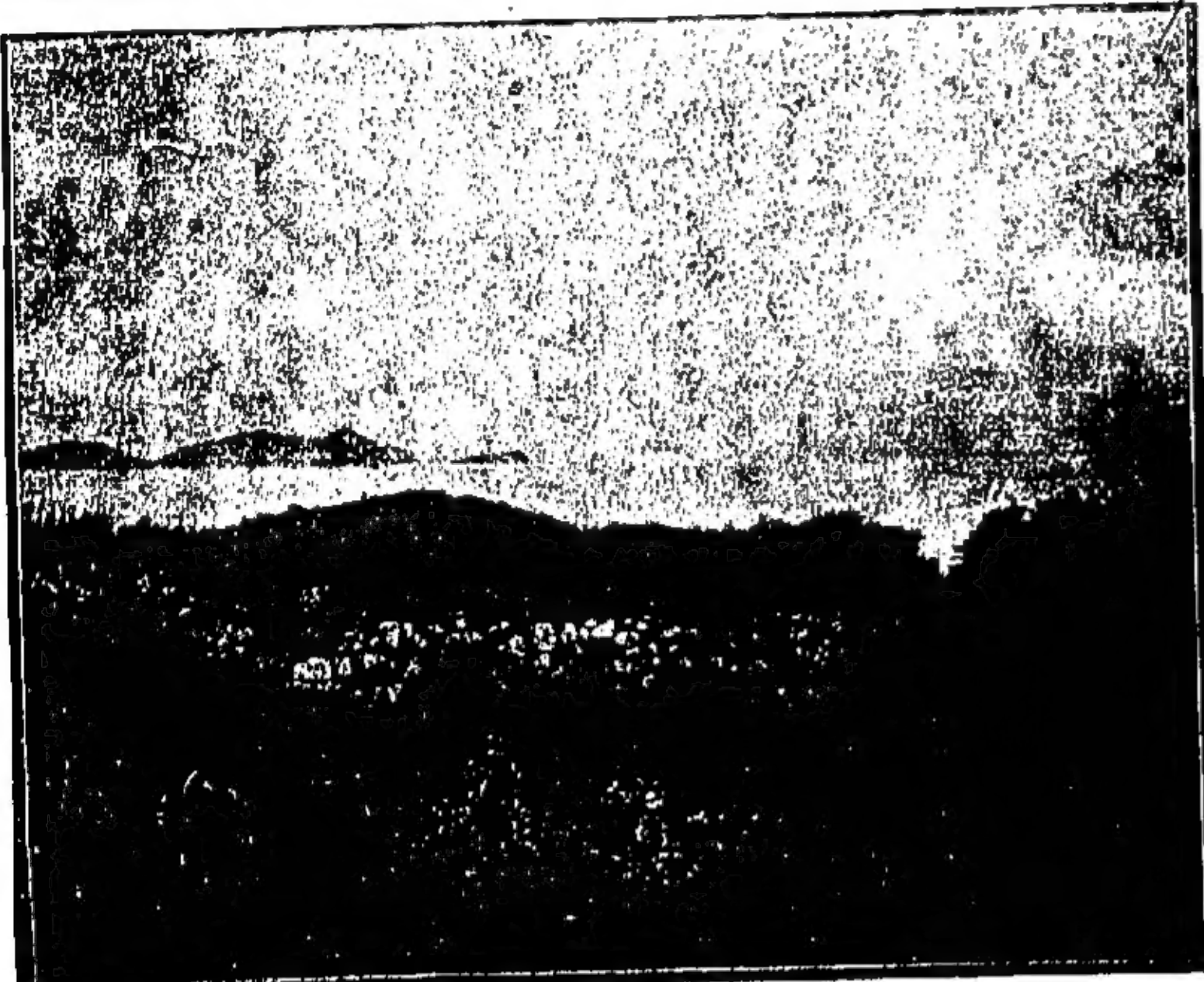
9



MINDEN DAY.—Spectators watching the K.O.S.B. aquatic sport at Taiwan Beach, Kowloon. (K. Fujiyama).



NORMA SHEARER & JOHN MACK BROWN in "A Lady of Chance," coming to Queen's Theatre on August 15-17.



OLD DUTCH FORT. — Standing on top of ruins, looking south-west toward the Ladronees.



SYDNEY CHAPLIN & NANCY RIGGS in "Skirts." A good "snap" of scene in film showing at Star Theatre on August 11-12.



CHINESE ACTOR.—Ng Chow noong, a famous Chinese female impersonator, belonging to the Wah Kwok Tze Fung, performing in Hong Kong.

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ANNIE ESMOND, SYDNEY CHAPLIN & NANCY RIGGS IN "SKIRTS."—See this film at Star Theatre on August 11 and 12.



MINDEN DAY.—Presenting the prizes at the close of the K.O.S.B. aquatic sports at Taiwan Beach, Kowloon, in celebration of Minden Day. (K. Fujiyama).



SYDNEY CHAPLIN AND NANCY RIGGS in "Skirts," coming to the Star Theatre on August 11 and 12.



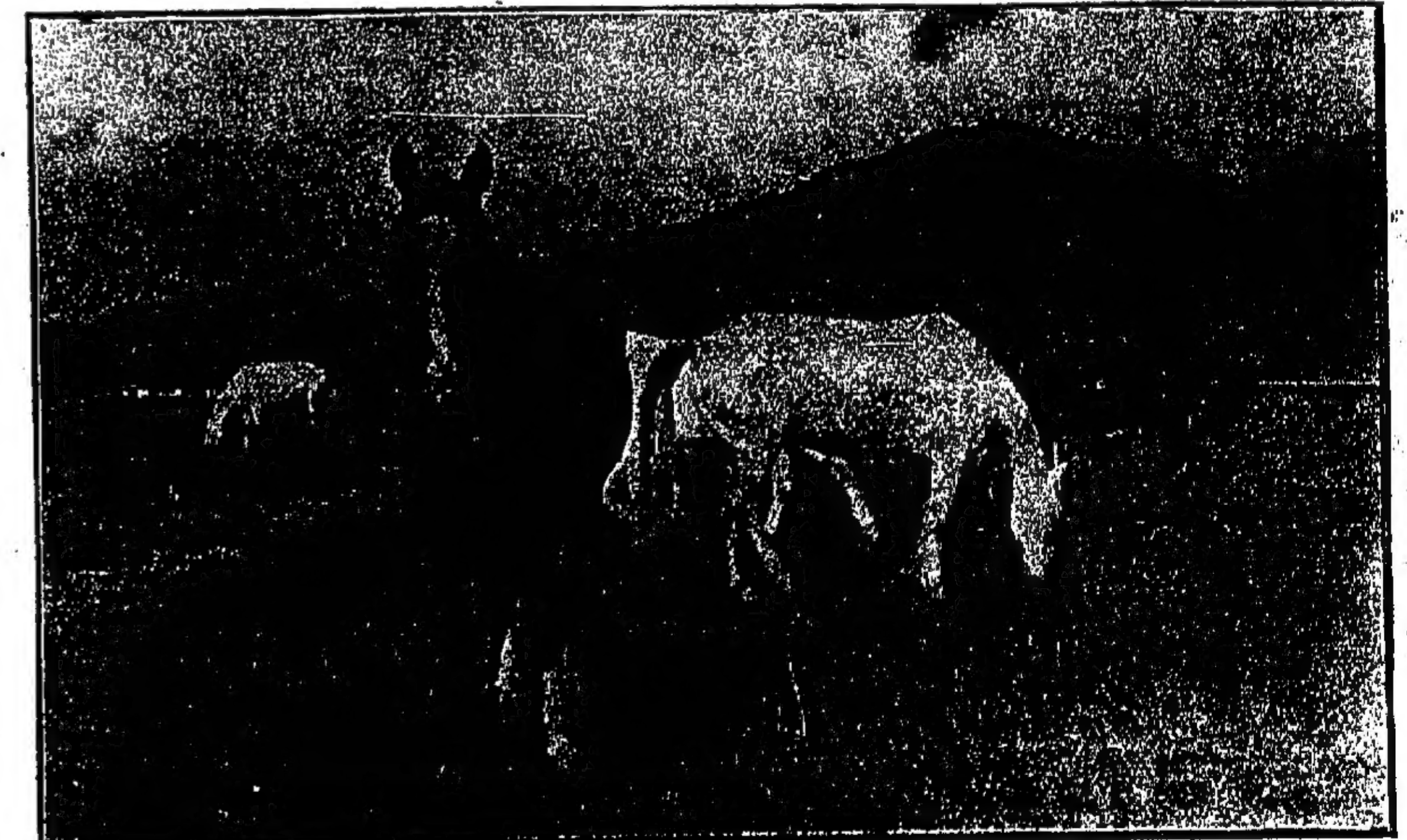
LAWN BOWLS.—Second Division League match between H.K. Electric Light Co. and K.B.G.C., the latter thanks to President Warren's rink's big score—winning by six shots.—(K. Fujiyama).



K.O.S.B. CELEBRATE.—View at Taiwan Beach, Kowloon, on the occasion of the celebration of Minden Day.—(K. Fujiyama).



JOHN MACK BROWN & NORMA SHEARER in "A Lady of Chance." Two stars to be seen at Queen's Theatre from August 15 to 17.



OUT AT GRASS.—Racing ponies out at grass at Fanling.



IN THE WATER.—Scene snapped on occasion of K.O.S.B. aquatic sports at Taiwan Beach, Kowloon, held in celebration of Minden Day.—(K. Fujiyama).



NANCY RIGGS & SYDNEY CHAPLIN in "Skirts." See this hero and heroine—well-known names—at Star Theatre on August 11 and 12.



"DROOKED SOLDIERS."—K.O.S.B. ready for "action" at their aquatic sports at Taiwan Beach, Kowloon, in celebration of Minden Day.—(K. Fujiyama).

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Dainty Pyjamas For Blondes



It is a very careful of the colour of pyjamas she wears. Virginia Bruce, on left, a dainty blonde. She has chosen a dainty, light-colored pyjama set. Another blonde, Anita Page, on right, has chosen a dainty, light-colored pyjama set. Both sets are made of a soft, comfortable material, and are perfect for a good night's sleep. The sets are made of a soft, comfortable material, and are perfect for a good night's sleep.

GREEN ALMONDS!

THE DREAM OF AN EPICURE

(By Mary Evelyn)

A most delicious preserve can be made with green almonds while they are sufficiently tender to be pierced with a needle. They are preserved whole in the following manner, and may afterwards, at any time be glacés au caramel.

Rub the almonds with salt to take off the down, put them in a preserving pan with some water and one eighth of an ounce of Vichy salt to every quart of water. Boil them gently until they are quite cooked, then lift them out with a perforated spoon and put them in cold water to cool. When the water in which they were boiled is cold, put them back into it and warm them without boiling them, so as to bring back their green colour. Then drain, put into a basin, and pour over them some boiling syrup registering 30 degrees on the sac-

charometer. It takes about 2lb sugar to a pint of water to make a strong simple syrup for preserving, and 1lb sugar to one pint of water to make a strong simple syrup for cooking fruit intended for immediate use as compotes.

Cover the almonds with a round of paper and leave them until next day, drain and put them into another basin. Boil up the syrup again, and again pour it over the almonds, repeat this until you have poured the syrup over eight times in all.

The last time boil the syrup until it registers 32 degrees, throw the almonds into it, let it boil up again, and pour into glass jars. Cover them when cold and keep in a cool place.

Green almonds can be split open and the young tender almond, lying like a pearl in its shell, can be eaten just as it is. It is an epicure's dream realised, so exquisite and delicate is its flavour. I remember eating them for the first time one June day in Alexandria.



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SAFETY FIRST

THE "DANGER CUPBOARD"

From time to time we read of fearful happenings that have taken place on account of some bottle not having been labelled "poison" or some inflammable liquid having been used by someone ignorant of its qualities. In such events, it is often difficult actually to allocate the blame. It is just a matter of one of those unfortunate occurrences that should have been foreseen by someone, though no one quite knows by whom.

Why not institute a "Danger Cupboard," for which one member of the household shall be made definitely responsible, and which shall be kept under lock and key? In the cupboard should be locked away such things as the petrol, benzol and benzine which may be used for the family dry cleaning. Such materials are great savers of cleaning costs, and it would be foolish to forbid their use within the home. But they also have their risks, so that they must not be left lying about at every one's command. The custodian of the key must read a brief lecture on the necessary precautions every time they are used and see to it that each bottle is returned to its place.

That all poisonous medicines must be labelled and kept in the Danger Cupboard goes without saying. There are also various chemicals, used in household chores, which are poisonous for cats and dogs. They, too, should find a place in the cupboard, together with rat-poisons, fly papers, beetle-powders and so forth. And, of course, weedkiller, the arsenical cause of so many tragedies must similarly be under lock and key.

Note The Contrast



While the model on the right has an uneven skirt-line and the new-fashioned collar caught at the shoulder with a bunch of distinctive flowers, the other is simple in its conception, yet none the less pretty.

NORMAL WAISTLINE

You will notice (says a Fashion writer in a London contemporary) that the jabot is repeated in quite another way on the beige-rose georgette blouse. The lace, its decorative touch, is dyed to match the georgette. The coat and skirt in the costume are in the same tone, but in a soft woolen similar to hopsack. One of the most important features in this model is that the blouse is worn inside the skirt, and while it hides the exact line, the truth of the matter is that the waistline is practically normal.

So often at the races I see this type of Patou costume, if not one of his printed models. His tailcoats, with long hip-moulding lines, sudden little flare below the knees for ease and grace in walking, the tucked-in lingerie blouse, and the long, loose jacket worn with an air of studied carelessness, are among the greatest successes in Paris this season. The longer jacket often appears in his printed ensembles, and in less than fifteen minutes at the races I counted no less than a dozen of these. But this type of ensemble is always in the pin-dot pattern.

FOR COFFEE OR GRASS STAINS

Rub with cold water, and when dry, apply javelle water, which can be obtained from your chemist. This same remedy applies to most fruit stains.

FOR GREASE STAINS

These can be removed by covering with a thick wad of blotting paper, and applying a hot flat-iron, when the stain will be absorbed into the paper.

SHORT SEA VOYAGE

HOW TO MAKE THE BEST OF IT

With all the present-day facilities for coasting cruises and short sea voyages many women are tempted to spend at least a part of their holidays on the water.

Having embarked and been conducted to your cabin you will spend a little time "digging yourself in" and getting acquainted with your stewardess. When packing, do not forget to include a really warm wrap and a pair of rubber shoes for deck wear.

Your next concern should be to approach the chief steward as soon as he has finished dealing with the incoming passengers and arrange where you would like to sit in the saloon for meals. Naturally, if there are any passengers on board who travel frequently in that particular ship they have the prior right to seats at the captain's table. But, contrary to liner etiquette, there is no reason why you should not ask to sit there if you wish. If there is room your request will be granted. On these coasting voyages it is not necessary to dress for dinner.

Last, but not least, comes the question of tipping. There are two people whom you will not overlook—your stewardess and your table too, should receive a small tip. The amount of the tips will naturally be regulated by the number of days and nights you are on board.

You will, however, appreciate that it is your stewardess who brings your early morning cup of tea and makes your bed and does much for your personal comfort. And if you should prove a bad sailor, she it is who is your friend in need—so you will, no doubt, be moved to reward her according to services rendered!

The Breakfast Coat



Coats, coats, coats—one to wear with this frock, one to wear with these pyjamas, one to match the bathing suit and still another to accompany the nightgown. The ensemble mode reigns supreme—and certainly is most attractive and appealing in boudoir attire.

For those who prefer to break-

Sleeveless Jackets A New Note



Sally Bane, the film star, seen on left, endorses this extremely smart sports costume with a sleeveless jacket of French blue flannel, and the dress fashioned from basket weave material. Gwen Lee, another movie favourite, who is on the right, also wears a sleeveless jacket, but utilises the pockets for a good purpose. She not only carries her powder puff therein, but also her money!

fast in bed, the little jacket in a variety of fabrics—both tailored and lace-trimmed is the garment to don. Crepe and satin, in flesh or sky blue, is favoured for lined and unlined models, delicately embroidered in floral designs in contrasting shades. Sacques, which follow the feminine mode are of crepe satin trimmed with groups of tucks and ecru alençon lace applied as a band and as a tiny pocket. Allover laces posed over pastel chiffon or georgette are also favoured, although less practical than the satin and crepe type.

A new note in this mode is the French flannel coat with buttonless closing. These are fashioned of light flannel, such as jade, yellow and nude, and are untrimmed, depending on chic tailoring for appeal.

Brocaded transparent velvet, in

such shades as chartreuse and blush, developed along straight tailored lines and cuffed and colored in matching maribou, is extremely smart in the knee-length type. Sometimes these coats are lined in chiffon to match the nightgown, making a very attractive ensemble. Gold cloth and gold lace—in elaborate treatments—appear in the more luxurious type of negligee—while crepe black satin, trimmed in ecru tinted alençon lace, is universal in its appeal.

Charming Doris Dawson, appearing in First National pictures, wears this dainty breakfast coat of chartreuse georgette lavishly trimmed with matching maribou over an accordion pleated nightgown of identical shade. Ecru lace, embroidered in gold thread, evolves the yoke which employs the asymmetrical edict for neckline.

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Ladies' Department.



For Beach And Boudoir



To the mere man there is a degree of similarity in the costumes at right and left (if the coat of the spotted beach suit be left out of count). But there is much difference. The one at left is, like that in the middle, for use when on the sands out at a picnic; the picture on right is of pyjamas for the boudoir.

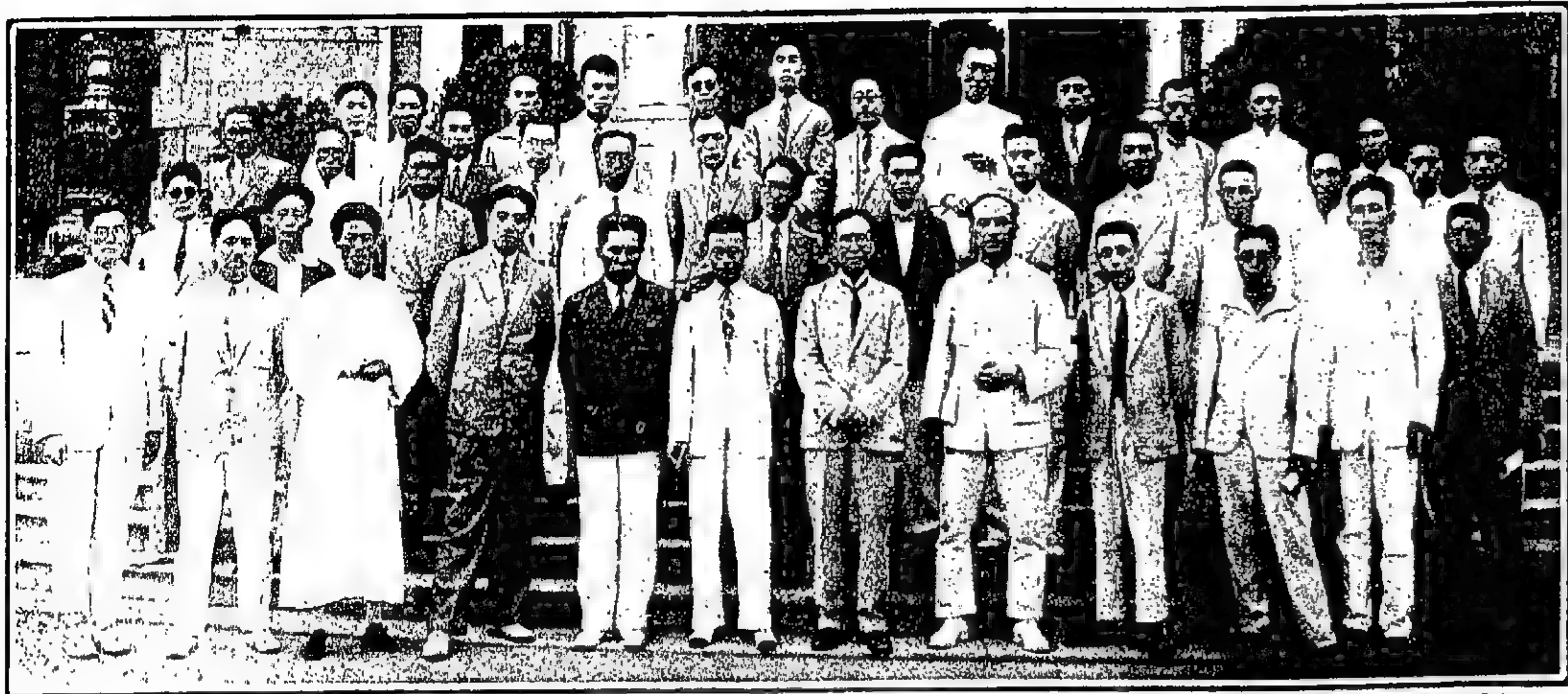
EVE

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Opposite H.K. Hotel.



NEW
AUTUMN
HATS

ROUND THE GLOBE IN PICTURES



Entertained. Mr. Wang Kung-ky, a noted Chinese diplomat and formerly Chinese Minister to Belgium, was guest of honour at a reception given to the Association of Returned Students from France, Belgium and Switzerland, at the Majestic Hotel, Shanghai. A representative of Chinese returned students were present to hear the brief but interesting address delivered by Mr. Wang, who recently represented China at the League of Nations. (C. H. Wong Studio)



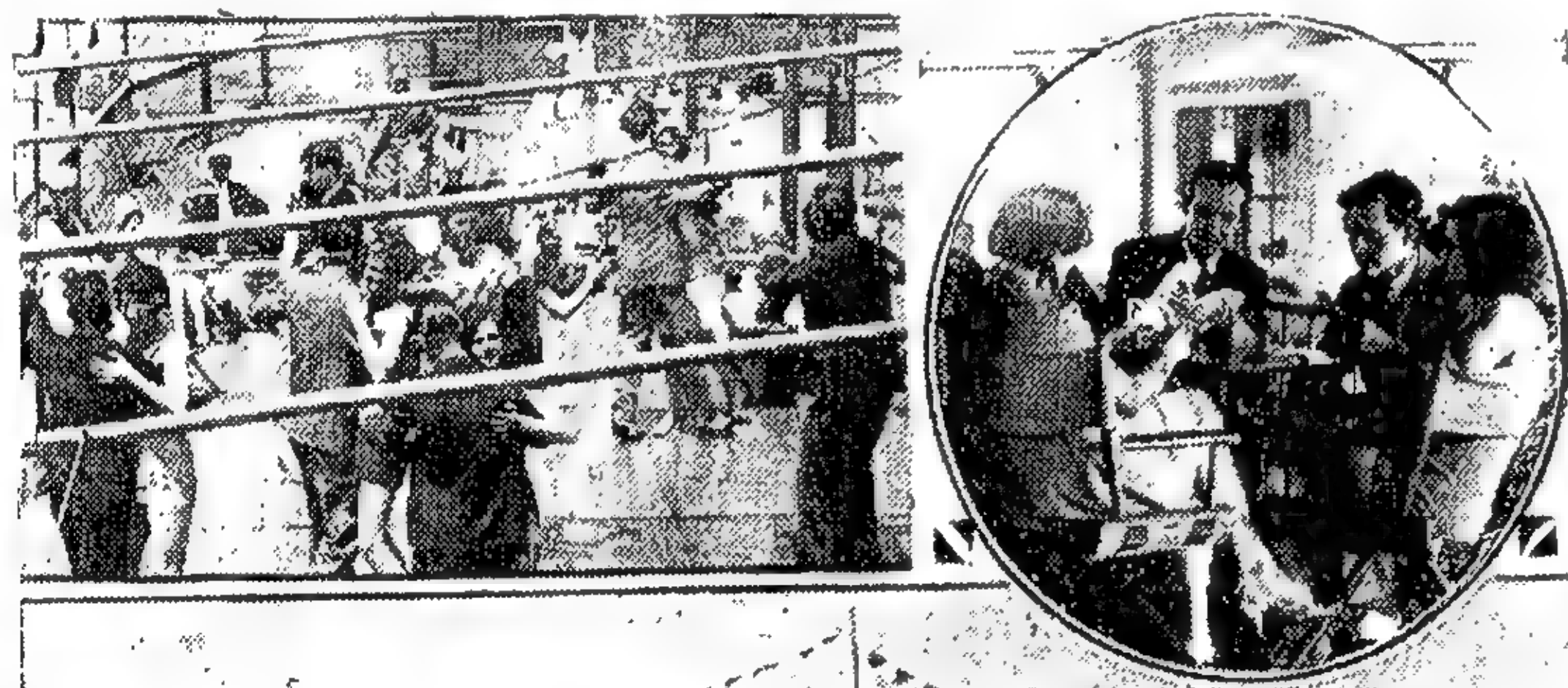
Margaret Stuyvesant Rutherford. By her recent marriage in Paris her third trip to the East. Margaret Stuyvesant Rutherford becomes Princess Murat. The Prince is a descendant of the former King of Naples. Previous romances with Golden Mids and Sir Paul Dukes went on the rocks.



Honour to Sun Yat-sen. This car yet bears the remains of Dr. Sun Yat-sen, late President of the Nationalist Party of China, who died four years ago, as it was brought up the steps of the new mausoleum at Peking, and laid to rest with solemn ceremonies.



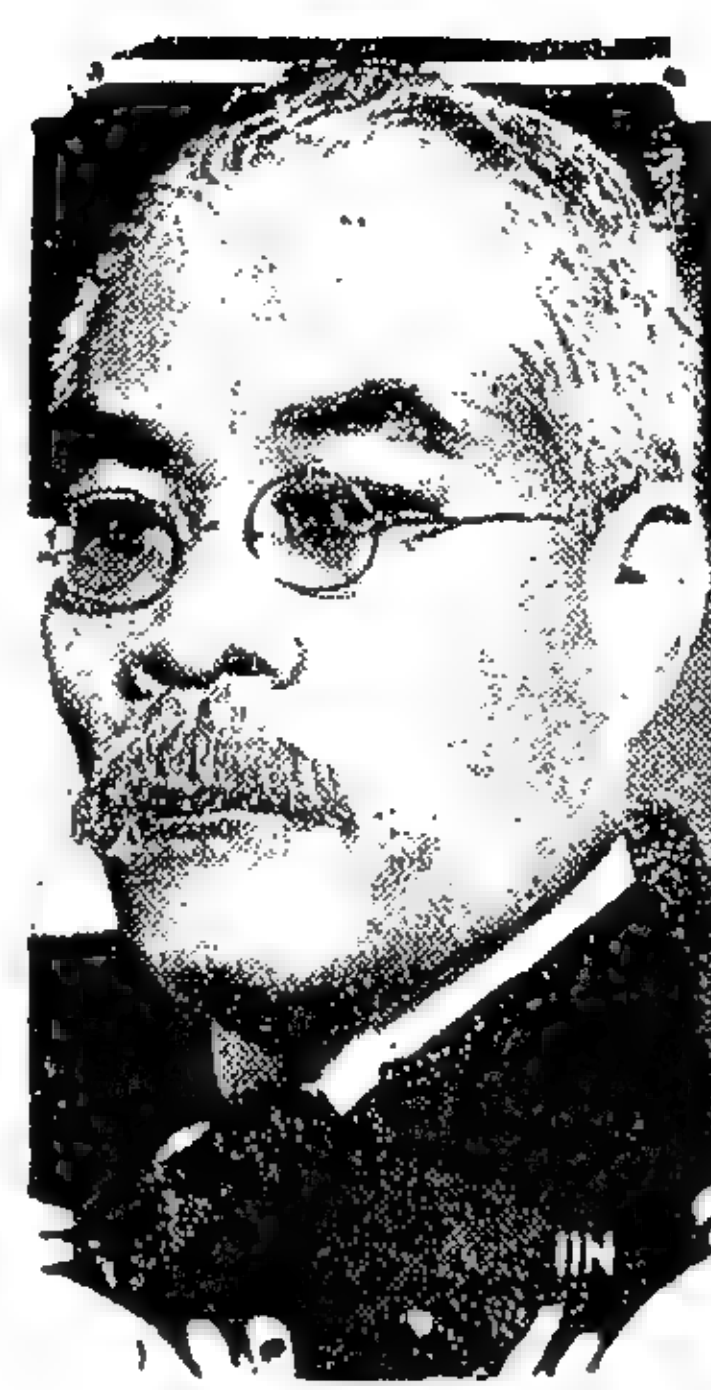
Negro May Get Post.—A consistent supporter of President Hoover and Attorney-General Mitchell are giving serious consideration to the appointment of R. L. Vann, above, a Pittsburgh negro, as Assistant Attorney-General. Vann, it will be remembered, played a prominent part in the Presidential campaign.



Playing of Smart Set.—During the War this vessel, the U.S.S. "Amphitrite" served the country guarding New York harbour against submarines and, although no subs showed their noses, she did a good job. Now the Government has no more use for her, but she is still serving a good purpose and has become a floating country club, anchored off Port Washington, L. I., as shown below. Here the elite gather for their dances and bridge parties. Everybody manages to keep cool, lounging around in their bathing suits.



Summer Diseases Hospital Re-opens.—The 25th formal opening of the Chinese Red Cross Society's Summer Diseases Hospital at Shanghai. There was no ceremony attached to the function, guests being received by members of the Central Committee, Messrs. Wong I-dag, Yu Ya-ching, Y. M. Chien and Dr. H. Y. Wong, and shown over the premises. The hospital is capable of accommodating 150 patients and has a staff of more than ten doctors and 10 nurses.—(Ah Fong).



New Premier. Yugo Hamaguchi, leader of the Liberal Party and Home Minister of the 1926 Government of Japan, was requested by Emperor Hirohito to form a new Government, necessitated by the resignation of Premier Baron Tanaka and his Cabinet.



Let Men Govern. Representative Pearl P. Oldfield of Arkansas, maybe because she is a member of Congress, opines that the Government at Washington is best run by men. Mrs. Oldfield, who was elected to fill the unexpired term of her late husband, William P. Oldfield, announces that she will retire at the end of her term.



Well, Who's Right? — Agnes O'Laughlin, top, show girl, seems very sure of her engagement to Joe Benjamin, below, former light heavyweight boxer, even though Joe doesn't seem quite decided on the matter. Joe once engaged in fistfights with Jack Dempsey and it is reported that Miss O'Laughlin was the root of the trouble. Two other girls are interested in the reported betrothal which vexes Joe terribly.

Don't Forfeit Your Health to Diseases-of-Neglect



Brush your teeth, of course. But remember that it is equally important to brush gums vigorously, every morning and night. Start now to protect them from diseases that ravage health and often cause loss of teeth.

For the gums, use the dentifrice designed to help keep them firm and sound. Only expert dental care can stop diseases of neglect when once contracted.

When you have used Forhan's for a few days, you'll notice how much better your gums look and feel. And you'll be delighted with the safe, easy way it cleans teeth and helps to protect them from decay. As a safety measure, see your dentist every six months. Start the regular use of Forhan's today. Do not pay the extravagant price demanded by neglect. Get a tube of Forhan's from your druggist.

Forhan's for the gums

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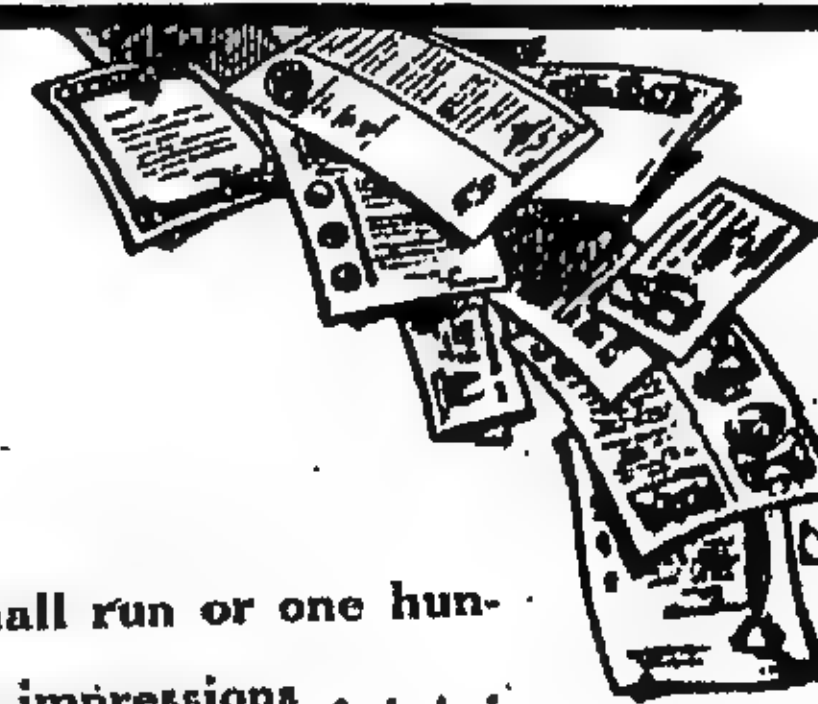
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 At Dawning (Cadmán) ... F. Rowland-Tims, F.R.C.O.
 C1304 — In a Persian Market ... Internal Concert Orch.
 In a Chinese Temple Garden ... Internal Concert Orch.
 C1582 — Gesu Bambino (Pietro Yon) ... Peter Dawson.
 Nazareth (Gounod) ... Peter Dawson.
 D1193 — Oh How I Weary, Dearie, for You ... Harry Lauder.
 That's the Reason Noo I wear a Kilt ... Harry Lauder.

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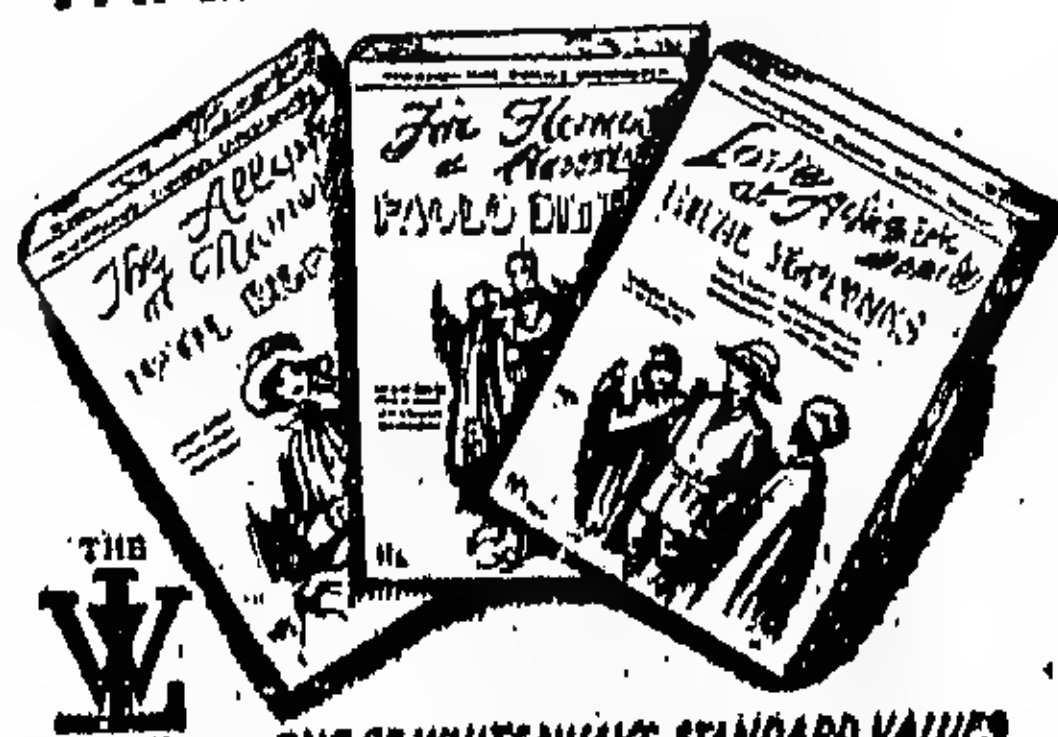
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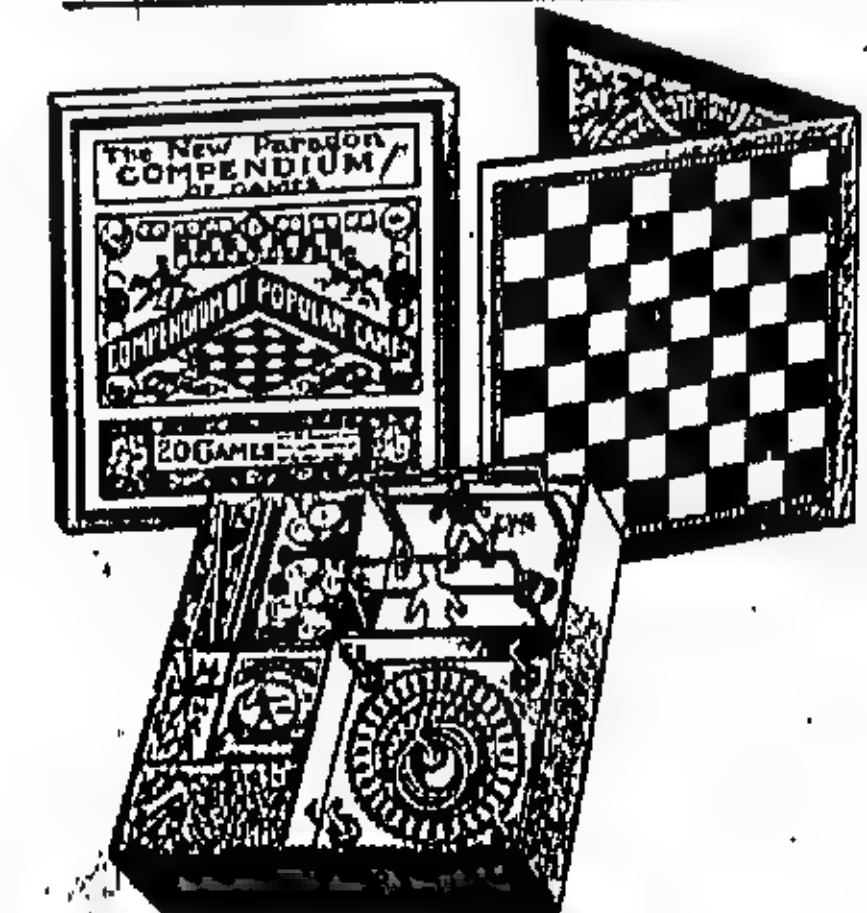
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MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

(At 2.30, 5.10, 7.15 & 9.20)
To-day and To-morrow "The Cohens and Kellys in Atlantic City." The latest of the famous comedy series. With George Sydney and Vera Gordon. Starring Norma Shearer.
Tuesday and Wednesday "The Dancer of Barcelona." A beautiful French production. With Lily Damita and a large cast.
Thursday to Saturday "A Lady of Chance." The story of a beautiful "gold-digger" who chose the wrong victim. Starring Norma Shearer.

WORLD THEATRE

(At 2.30, 5.10, 7.15 & 9.20)
To-day and To-morrow at 5.15 and 9.20 "Silk Stockings." Laura La Plante's hilarious comedy. With Lily Damita and a large cast.
Tuesday and Wednesday at 5.15 and 9.20 "The Auction Block." A screen version of Rex Beach's famous novel. With Lily Damita and a large cast.
Thursday to Saturday "Tracked by the Police." A gripping melodrama starring Lon-Tin-Tin.

STAR THEATRE

(At 5.10 & 9.20)
Matinee Every Saturday and Sunday at 2.30 p.m.
To-day and To-morrow "The Cardboard Lover." An amusing comedy drama featuring Marion Davies.
Tuesday and Wednesday "Odette." A mother love story of an unusual type. A British Production.

COMING SOON!



Maria Alba in "Road House," Fox Picture

"A LADY OF CHANCE"

Norma Shearer's Striking Role

SPLENDID CAST

A man may lose a million dollars and still not have a cent, and Norma Shearer's latest Metro-Gwynn-Mayer starring vehicle, "A Lady of Chance," on Thursday, the latest of the famous comedy series, presents the story of a beautiful "gold-digger" who chose the wrong victim. Starring Norma Shearer.

Based on a story by Felix Salton, "A Lady of Chance" is a splendid comedy drama. It tells the story of a beautiful "gold-digger" who chose the wrong victim. Starring Norma Shearer.

REX BEACH STORY

Charles Ray in "The Auction Block"

Charles Ray depicts the story of a country boy who plays the son of a Pittsburgh millionaire in his splendid picture "The Auction Block," which will be screened at the World Theatre on Tuesday and Wednesday. Elsie Boardman is featured with Ray in this Metro-Gwynn-Mayer picture, which was directed by Hobart Henley.

"The Auction Block" is an elaborate and colorful production of the story of the same name, and boasts an excellent cast that includes in addition to Ray and Miss Boardman, the following players: Ernest Gillen, James Corrigan, Edythe Yorke, Emily O'Neil, Charles Gray and David Torrence.

The Cinema Page

LAURA LA PLANTE

Famous Star's Amusing Picture

Laura La Plante's comedy flair comes to the fore again in her portrayal of the young bride in her excellent picture, "Silk Stockings," which will be the chief film at the World Theatre to-day and to-morrow. "Silk Stockings" is a comedy which skirts along the border of tragedy but never touches it, with the result that it is highly entertaining. The story is logical and concerns the troubles of a newly married couple. John Harron is excellently cast as the husband. He is young, full of the fire of youth and unsophisticated. The supporting cast has also been ad-

NEW COMEDY

"Cohens And Kellys In Atlantic City."

TO-DAY AT QUEEN'S

Lovers of riotous comedy farce based on excellent romance will be delighted with "Cohens and Kellys in Atlantic City," a new comedy which will be shown to-day and to-morrow at the Queen's Theatre. There are many big sequences in the picture such as that of the beauty parade and the return of Cohen and Kelly to their modernized bathing suit establishment. The picture was actually filmed in the locale of Atlantic City, with real

"SKIRTS"

Syd Chaplin's Famous Comedy

"Skirts," Syd Chaplin's splendid comedy will be shown at the Star Theatre to-day and to-morrow. There is not one dull moment in "Skirts"—it is so crammed with laughs that there is hardly room for anything else. But, it does tell a story, which so many comedies fail to do. The wise cracks and the "gags" in this film are all built around the old theme, the husband enjoying a vacation from marital cares while his wife is away from home. The wife and his mother-in-law leave with Chaplin's frantic and funny help and return to find one of the most furious complica-

A DELIGHTFUL COMEDY OF FUN & FASHION!



"COHENS and KELLYS in ATLANTIC CITY"

Starring
GEORGE SYDNEY

with
VERA GORDON
MACK SWAIN
KATE PRICE

ALSO
NEW FELIX CARTOON
And
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AT THE QUEEN'S TO-DAY & TO-MORROW AT 2.30, 5.10, 7.15, & 9.20.

mirably chosen. Otis Harlan as the lawyer for both parties is extremely ludicrous. The court sequence, by the way, is highly comical. Marcella Daly is delectable as the "vamp." Heinie Conklin is a funny watchman, while Burr McIntosh, as the sober judge could not be beaten. Adapted from Cyril Harecourt's stage farce, "A Pair of Silk Stockings," the film has been capably directed by Wesley Ruggles.

"THE CARDBOARD LOVER"

Marion Davies at Star on Tuesday

Monte Carlo, with its throngs of beautiful women, its fascinating casinos and its atmosphere of romance, serves as a background for the comedy situations worked out by Marion Davies in "The Cardboard Lover," which is being shown on Tuesday and Wednesday at the Star Theatre.

The romantic story opens with the arrival of a young American girl, as played by Miss Davies, at Monte Carlo with a group of other college girls in a tour party. At the world's gambling capital she meets Nils Asther, a tennis champion, in the midst of an affair with a noted siren, played by Jette Goudal. Although Asther knows of his mistress' unfaithfulness, he is unable to tear himself away from her.

It is unfair to compare a motion picture with a stage play, but "The Cardboard Lover" certainly equals in comedy to the successful farce, in which Jeanne Eagels starred on Broadway, from which the screen play takes its name. Miss Davies, the director and the scenarist have done a rarely pleasing job.

bathing beauty parades and every thing necessary to increase the interest. An unusually noted cast takes part. George Sydney, in the starring role of Cohen, gives one of his funniest portrayals. Sydney is a fine actor in any role, but he is unquestionably at his best as Cohen. He played the same role in the earlier Cohen-Kelly versions and knowing it so well is able to get every possible bit out of it.

Vera Gordon, in the role of Mrs. Cohen, is as always, an excellent farce comedienne. Mack Swain and Kate Price appear as the Irish contingent who battle the Cohens to a tie for comedy honours. "The Cohens and Kellys in Atlantic City" is the story of a pair of big bathing suit business men whose angle on beach wear is as old-fashioned as long dresses. The business is going to the dogs when a snappy son and an equally modern daughter get rid of their parents long enough to bring the styles right up to the present and even a little bit higher, thus saving the business from ruin.

DO YOU KNOW

THAT Mr. Charles Chaplin paid to the United States government as income tax the following sums?

For the year 1918 ... \$134,622.49
For the year 1919 ... \$1,501.21
For the year 1921 ... \$70,968.49
For the year 1922 ... \$1,208.73
For the year 1923 ... \$9,971.83
For the year 1924 ... \$170,048.72

It is assumed that the heavy tax paid in 1921 is due to the enormous profits from one of Mr. Chaplin's most successful pictures, "The Kid."

tions ever devised in full swing in the very parlour of their home. Between the departure and return of the wife there is a perfect stream of mirthful situations, ranging from the antics of a trick dog through Chaplin's famous stunt of female impersonation, a thrilling fight with a burglar, and the inadvertent entrance of the hero into a strange woman's bath room while she is in her bath.

"Skirts" is laugh medicine of the strongest brewing. It has everything which makes a comedy amusing and worthy of consideration. Our advice is—don't miss it this time, it's the greatest laugh treat since "Charley's Aunt."

BRITISH FILM

Every woman will be interested in "Odette," the Francesca Bertini picture which will be the chief attraction at the Star Theatre from Thursday to Saturday. It presents a number of problems interesting to women. Odette's husband (a character played by Warwick Ward, the British actor), suspecting his wife of infidelity, drives her from home, separating her from her little daughter. When she returns, many years later, the daughter, now a woman, is about to be married. As the price of going away without revealing her identity, Odette demands an interview with the girl she so fondly loved. As a stranger—a friend of the girl's dead mother—she sees and talks with her, enduring agony to keep her word and not wreck her daughter's life. Many exciting incidents occur before the final climax.

A bathing beauty contest is one of the highlights of "Cohens and Kellys in Atlantic City."

FRENCH STAR

Featured in "The Dancer of Barcelona"

BEAUTIFUL PRODUCTION

Lily Damita, the beautiful French star, who has long captured the hearts of picture-goers, is the heroine of "The Dancer of Barcelona," which will be shown at the Queen's Theatre on Tuesday and Wednesday.

No more entertaining picture has been brought to the local screen than this tale of the love of a famous dancer for the young son of a wealthy aristocrat, and the ascendancy of the fascination of her art over that love.

"The Dancer of Barcelona" is a thing of beauty. Gorgeous ballets, sumptuous theatre scenes, the wonders of a sun-bathed garden, all tinged with a strange fantasy, make the picture an unusual one in every respect.

Never has Lily Damita, the most alluring of screen heroines, revealed better acting. "The Dancer of Barcelona" is nothing if not plausible. The delicious three months spent by the young lovers in a rural nest, Sonia's realization that they have only "been in love with love" and that her art and the plaudits of her public are far dearer to her than young Gomez—her ultimate return to the ballet and to the arms of Max who has loved her mutely all the while—all these are episodes that hold the attention captive and afford breathless enjoyment.

Fine photography adds materially to this enjoyment. The scene in the bull ring, alone, is such as is rarely seen in a moving picture. Couple with this the depicted glories of the countryside where the lovers pass a blissful three months, as well as the glimpses of the ballet, and the eye is gratified beyond measure.

RIN-TIN-TIN

"Tracked by the Police"

The many cinemagoers who remember Rin-Tin-Tin in "The Night Cry," "While London Sleeps," "Hills of Kentucky," and others of his startlingly brilliant pictures, will come with high expectations to see him at the World Theatre on Thursday next in "Tracked by the Police," and their expectations will be fully realized.

"Tracked by the Police" is a story of the Arizona desert country and of the building of the Laguna Dam which has converted miles of arid territory into arable land. The conflict comes from the rivalry of two construction companies who vie for the job.

Attempts are made on the life of Bradley, and of Rin-Tin-Tin, whose uncanny intelligence foils all schemes of the enemy. "Tracked by the Police" is a picture for people of whatever age. It is rousing melodrama and besides the entertainment value of the story, it truthfully portrays a phase of the making of the West.

Universal Pictures Corporation staged a Summer Girl Contest at Atlantic City in connection with the filming of "The Cohens and Kellys in Atlantic City," the farce-comedy picture now being shown at the Queen's Theatre. The winner, Elsie Allen, an Atlantic City school girl received a six months' contract to appear in Universal Pictures and accompanied the film company back to California. She has shown up so well on the screen that Universal has extended her contract and is now preparing her for stardom.

One of the most unique theatrical entertainments ever presented in Hong Kong will be given shortly at the Queen's Theatre. M. Torcat and his "troupe" of 60 game roosters are to make an early appearance. Further announcements will shortly be made.

FUTURE EVENTS

Films That Are Coming Here

"The Viking." A tale of a thousand years ago, made into a picture sensation. Produced entirely a natural colours. Starring Pauline Starke, Donald Crisp, Le Roy Mason, Claire MacDowell and Julia Swayne Gordon.

"Show People."—A fascinating story of Hollywood. With Marion Davies and William Haines.

"Tide of Empire."—Peter B. Kyne's epic of the Argonauts. With Renee Adoree, George Fawcett and William Collier Jr.

"Dream of Love." A colourful drama of love and intrigue. Starring Joan Crawford, Nils Asther, Alleen Pringle, Warner Oland, Carmel Myers and Harry Myers.

"While the City Sleeps." Lon Chaney's startling story of New York's underworld. With Anita Page, Carroll Nye, Mae Busch and Polly Moran.

"Blue Skies." A delightful romance starring Ethel Wales, Helen Twelvetrees, William Orlamond and Claude King.

"None But the Brave." A story of Life Guards and Mermades in a carnival of fun. Featuring Sally Phipps, Charles Morton, J. Farrell Macdonald and Alice Adair.

"Road House." An unusual drama of the modern jazz era. With Lionel Barrymore, Maria Alba and Warren Burke.

"Four Walls." A thrilling romance of the underworld. Featuring John Gilbert, Joan Crawford, Vera Gordon and Carmel Myers.

"Morgan's Last Raid." A whirlwind of glorious adventure. With Tim McCoy and Dorothy Sebastian.

Movie Correspondence

"C."—William Boyd was born on June 5, 1899, at Cambridge, Ohio, U.S.A. Son of a Civil Engineer. His parents dying when he was a boy, he was thrown on his own resources, and became, in turn, an orange packer, grocery assistant, motor-salesman and oil driller. Went to Hollywood in 1919, and after doing "extra" work had a small part in "Why Change Your Wife." Later made a hit in "The Road to Yesterday." Has since had leading roles in "Two Arabian Knights" and "The Volga Boatman." With him, in his last named picture appears his wife Eleanor Fair, to whom he confesses he proposed before the camera while making that picture. Height 6ft., with fair hair and blue eyes.

"YOUNG ASCETIC."—(a) Richard Barthelmess was born in New York on May 9th, 1895. He is under contract to First National. Address, c/o First National Studios, Hollywood, Calif. (b) May McAvoy was born in New York on May 8th, 1901, and educated at St. Bartholomew's Convent. Commenced work as a school teacher, but gave up teaching for the screen in 1920.

(c) Lionel Barrymore made his film debut in "Enemies of Women." He did not appear with Pearl White.

The Cinema Page editor will be pleased to answer enquiries regarding forthcoming pictures and stars. Letters should be addressed to The Editor, The Cinema Page, "Sunday Herald," and should reach him not later than Thursday of each week. Replies will be published in the following Sunday's issue.

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A whimsical, dainty farce comedy in which a pair of silk stockings cause consternation in the home of a young married couple!



Based on the big stage success—The diverting story of two people, so happy together that they fight constantly for the sheer love of battle!

AT THE WORLD TO-DAY & TO-MORROW At 5.15 & 9.20

2.30 & 7.15, Chinese Picture, "LOVE'S SACRIFICE."

SYDNEY CHAPLIN



in the merry story of a henpecked husband who steps out and meets some amazing adventures during a round of London's gayest night clubs!

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THE GREAT COMEDY SPECIAL!

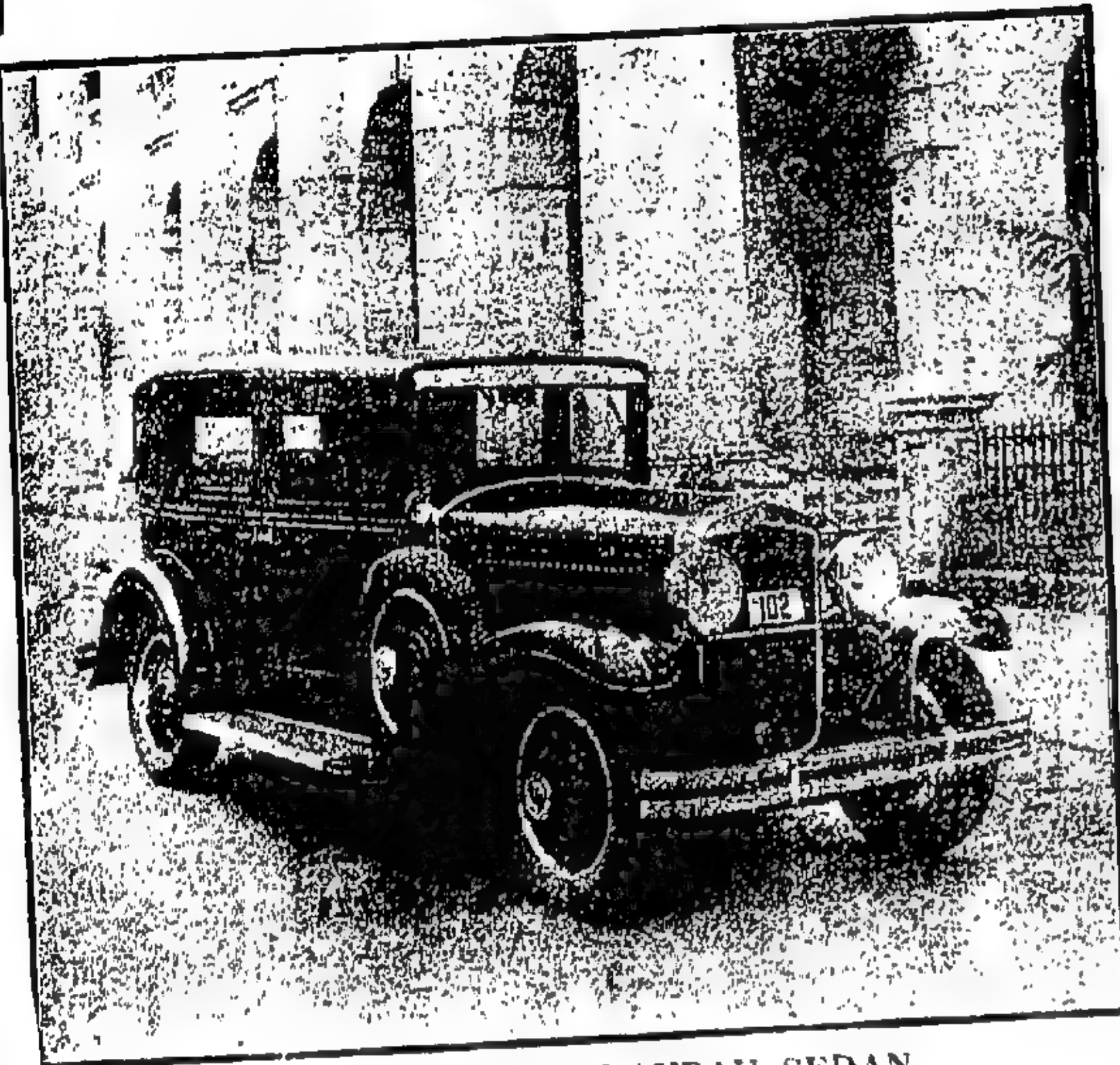
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MOTORISTS—THIS IS YOUR PAGE

DODGE BROTHERS NEW SIX ROADSTERS and SEDANS



NEW SENIOR LANDAU SEDAN.
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SOUTH CHINA MOTOR CAR CO.
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HARLEY-DAVIDSON 1930 MODELS EXPECTED SOON

THE GASCON MOTOR CO.
REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242. 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry).
A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK.



READ THIS!—It will convince you of the
Reliability of Michelin Tyres.

One of our customers writes
..... No doubt it will interest
you to know what I think about
your "Michelin" Tyres. As you will
recollect I bought a Fiat (M 509)
Car from you fitted with these
Tyres (size 720 x 120) and after
having run for about 8000 miles I
cannot speak too highly of them
..... I have never had any
trouble with these tyres; there
has been no puncture up to date
and it was never necessary to use
the spare tyre

Original of this letter can be seen
at any time in our office upon
application.

ALL SIZES IN STOCK.

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FIAT GARAGE DEPOT.
67, Des Voeux Road C. Tel. C. 4821.

OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six"]

Passing of the Tourer

It is reported that of their total
production certain American fac-
tories are turning out less than 3
per cent. of open cars.

Germany's Million

According to a return just
issued, there are now over a million
motor vehicles in Germany—an in-
crease of 101,000 in twelve months
—the total including 389,000 cars.

And Now Roads

"News" from an overseas paper:
General Chiang Kai-shek of the
Chinese Nationalist army has
bought a car, but special roads will
have to be built before it can be
delivered.

"Petrol"

The origin of the word "petrol,"
which is generally understood,
is a trade name coined long ago
by the firm of Carless, Capel and
Leonard, is again in question. It
is stated in some quarters that
the word was coined by Mr. F. R.
Simms, well known in the British
car industry.

Indianapolis Grand Prix

The brick speedway at Indian-
apolis has been the scene of many
stirring "500" races. In the past
the tendency has been to decrease
the cubic capacity of cars, and on
May 30 the entries were limited to
the 1½ litre class. Next year's
race, however, will be known as
the Indianapolis Grand Prix and
will be open to cars up to six litres
(6,000 c.c.) capacity.

Grand Prix of Rome

The Grand Prix of Rome was run
on May 26 under ideal conditions
on the Circuito delle tre Fontaine,
which is about 5 miles from Rome.
No British cars competed. The
winner Arnelle Varzi, took the lead
from the start and maintained his
position to the end, driving a 1,750
c.c. Alfa-Romeo. The light car
class was won by Arcangeli in a
Talbot, with Boenigia (Alfa-
Romeo) second and Biondetti
(Salmson) third. Both Varzi and
Arcangeli have ridden motor cycles
in the I.O.M. Tourist Trophy races.

Motor Ship Progress

It is generally thought that
Britain, relatively, is not making
such headway in the adoption of
motor ships as is the case in other
countries. This statement may be
true so far as cargo vessels are con-
cerned, but it does not apply to
passenger liners or tankers. Of
these vessels there are as many
under construction in Britain
as in the rest of the world combin-
ed. According to the "Motor Ship,"
there are now 27 motor passenger
liners of over 10,000 tons gross
being built, and of these, 13, total-
ling nearly 200,000 tons gross, are
on the stocks in British yards.
During the past two months a con-
siderable number of orders for
motor tankers has been placed,
totalling over 200,000 tons dead-
weight capacity, and of these
rather more than half or well over
100,000 tons d.w.c. are building in
British yards. Incidentally, they
include an order just placed for one
of the biggest tankers ever built,
a 16,000-ton ship for Scandinavian
owners.

Peril of Petrol Vapour

We observe that a petrol tank
has exploded during repairing
operations. This in the early days
of motoring was a not infrequent
occurrence, because repairers did
not always realise the danger of
over so little petrol remaining in
the tank. Of latter years, however,
it is generally known that even
after the elapse of days petrol
vapour is likely to remain behind,
and to apply a blowlamp to an al-
most enclosed vessel, such as a
petrol tank, may be attended with
dangerous and even fatal results—
as happened in the recent instance.
It can never be too often or too
strongly emphasised that control
tank repairs require the utmost
care in their execution, and that a
naked flame must never be brought
into contact with the vessel. In
the event of ignition, the best thing
that can happen is that the tank
will be irreparably burst, and there
is no limit to the possibilities of a
really dangerous explosion. The
average amateur mechanic might
well regard tank repairs as a little
beyond his resources.

96 m.p.h. on the Road!

A light car averaged approxi-
mately 96 m.p.h. for 7 kilometres on
the road between St. Quentin and
La Fere in the A.C. de Picardie et
de l'Aisne speed trials in mail
week. The car which made the best
time, was a supercharged 1,500 c.c.
Bugatti driven by Auber.

Across Asia

On a Morris-Cowley car which
was second-hand and had already
covered 15,000 miles before they
started, two enthusiastic Indian
motorists, M. Canagashy and G.
Pillay, have recently driven from
Singapore across India, Afghanis-
tan, Persia, Iraq, Syria, Turkey,
Bulgaria, Serbia, Hungary, Austria,
Czechoslovakia, Germany and
France to London and Birmingham.
They left Singapore on September
15, 1928, and covered over 11,000
miles without any real breakdown.

Re-corking Clutches

Most motor cyclists like to make
their own repairs and adjustments
to their machines, but there is a
number who always send their
gearbox sprocket to a garage when
the clutch corks are worn the clutch
starts slipping. It is quite an
easy matter to fit new corks one-
self. The correct method of fitting
new cork inserts to the clutch is to
glue them into position and to skim
them off level in a lathe. However,
quite satisfactory results can be
obtained if a sheet of glass-paper
is glued to one of the plain clutch
plates and the plate is gently
rotated a few times over the inserts
until they are smooth and level.
The corks in most clutches should
protrude about ½ inch on either
side of the sprocket.

GARGOYLE

Mobiloil
Make the chart your guide

"THE ROLLS ROYCE OF MOTOR CYCLES"
(Vide "The Motorcycle")

"BROUGH SUPERIOR"

Motor cycles and sidecars.
THE FASTEST MOTOR CYCLE IN THE WORLD.
130 M.P.H. BY GEORGE BROUGH 1928.

The 1929 Spring Frame Model (680cc. O.M.V.)

NOW ON VIEW

Enquiries and Inspection Cordially Invited.

THE MOTOR CAR & CYCLE EXCHANGE

Nathan Road, Kowloon, Tel. K. 655.

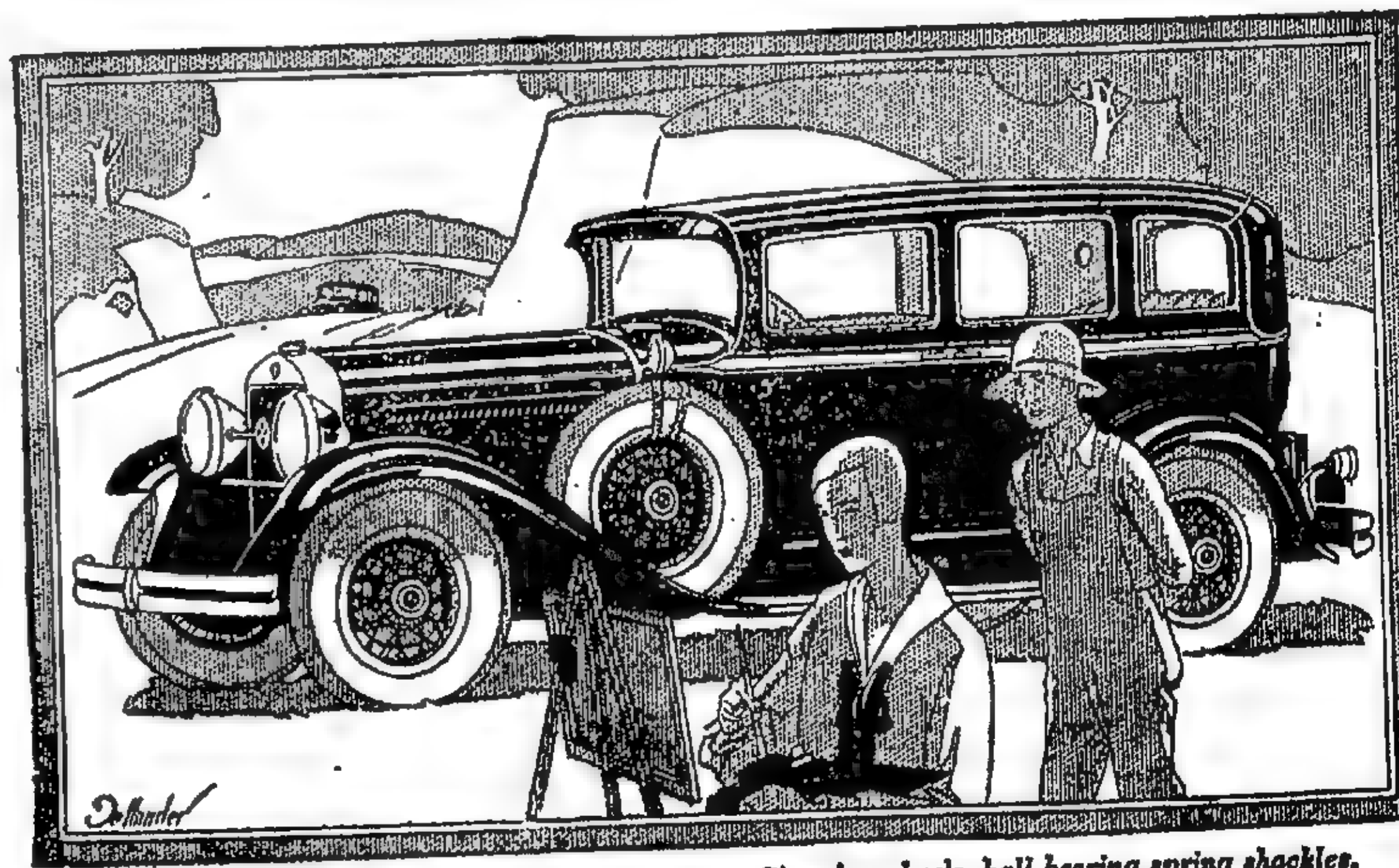
Ford Flourishing

During April, 190,388 Ford cars
were turned out from the Detroit
factory alone.

A Skyscraper

Liverpool is to have a six-story
garage capable of holding 2,000
cars.

In open or closed models...
STUDEBAKER offers you
World Champion Performance!



THE PRESIDENT STRAIGHT EIGHT STATE SEDAN — Six wire wheels, ball bearing spring shackles,
Hondaille hydraulic shock absorbers and folding luggage grid, standard equipment.

WHETHER you prefer the exhilarating
freedom of an open sport model or the
all-weather comfort of a sedan, Studebaker's new
President Eight offers you the thrill of world
champion performance.

This fine Studebaker President Eight is a blood
brother of the fully equipped stock model which
aced 80,000 miles in 26,326 minutes to win
23 international and 11 world records for speed
and endurance.

Any one of the eleven President Eight body
styles you select will look and act the champion.
Whether you choose to go across town or across
country, you will ride in utmost safety and com-
fort when you ride in your Studebaker.

With its champion performance, champion beauty
and champion value, this new President Eight
explains why Studebaker now sells more eight-
cylinder cars than any other manufacturer in
the world.

Ball bearing spring shackles, pioneered by Studebaker, provide cham-
pion comfort to match champion performance. They form an almost
frictionless "hinge" between The Presidents Eight body and chassis.

Prices Range from H.K.\$2,320 to H.K.\$6,140.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.



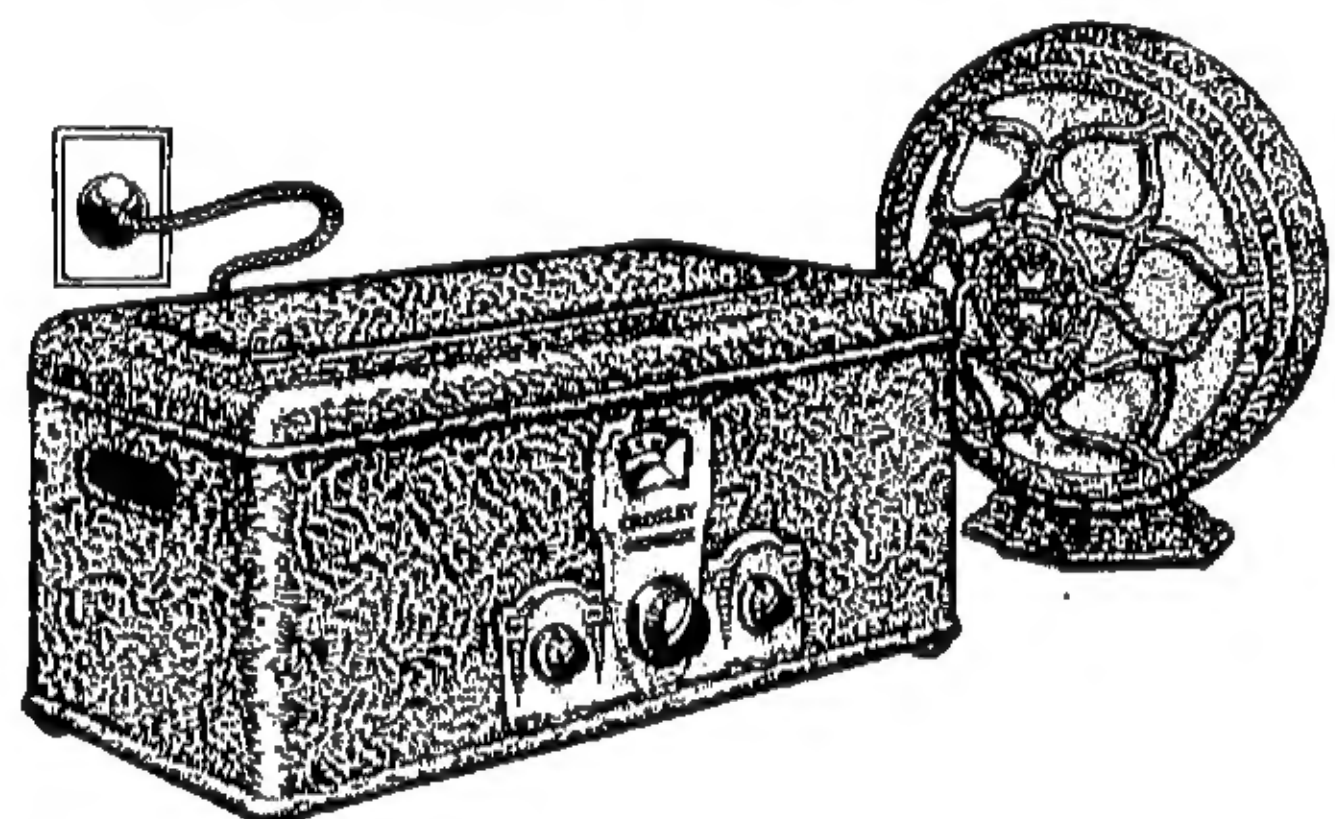
As good
as New —

Let us renew the original beauty of
your car with an expertly applied
DUCO finish job. Then she'll look
as good as new.

Full particulars from
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30-32 Des Voeux Road C.
Telephone C. 1219 & C. 6252.



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THE NEW A C ELECTRIC 7 TUBE
GEMBOX
OPERATES 200 VOLT 50 60 CYCLE
COMPLETE WITH DYNACONE "F"

H.K.\$286.00

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THE SUNLIGHT CO.
137, Des Voeux Rd., C.

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THE ASIATIC AMERICAN COMPANY
48, Stanley Street. Tel. C. 244.

FOR SPEED AND RELIABILITY

We have in stock

THE FAMOUS 175 c.c. SUPERSPORT

Holder of 14 World's Records
including the 24 hours' average
speed of 52 miles per hour.

THE 350 c.c. SUPERSPORT

Last victories:

TOUR DE FRANCE (4453 Km)

1st

FRENCH BOL D'OR

World's Road Record of 24 Hours

Record Beaten of 138 Km.

1st

ALGERIA GRAND PRIX

1st

THE 500c.c. SUPERSPORT

GRAND PRIX DE FRANCE (Montlhery Track)

Won two years in succession 1927, 1928.

average speed 150 Km.

Easy Payment Plan.

THE FRENCH MOTOR CYCLE CO.
46, Nathan Road, Kowloon.

CAR DESIGN

Some Disadvantages Pointed Out

Apparently no advantage is with-
out its disadvantage in motor car
design. Now everyone knows that
these narrow, deep radiators are
snappy in appearance and have
contributed immeasurably to the
frontal view of the car. That's
their advantage. The disad-
vantage, from the engine's point of
view, is that their rectangular
shape prevents them from being
swept completely by a circular fan.
The ideal radiator, incidentally,
would be round, but it would not
be handsome, according to present
tastes, so our radiators are not

ideal but smart.

Cradling the engine in rubber is
another advantage that seems to
have its deficiencies, but in some
designs it makes for instability in
the front of the car by removing
the possibility of using the
crankcase as a cross member.
But then, if the advantage out-
weighs the disadvantage, that is all
one could reasonably ask.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements
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ed in "The Hong Kong Sunday
Herald," are speedy and effective
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Street or Phone C. 4641.

TAKING THE CORNER

Points Of A Difficult Practice

[By The Hon. Mrs. V. Bruce]

It has fallen to my lot just lately
to instruct several beginners in
the way of driving a motor, and I
have been surprised, firstly, at the
very wide difference in natural
aptitude possessed by different
"specimens"; and secondly at the
almost entire lack of any idea, on
the part of all of them, of how to
get a motor car round a corner.

In regard to the first point, one
novice—an old cyclist, by the way,
which fact has a material influence
on the point in view—took to driv-
ing like a duck to water, and was
safe to be trusted out alone after
only two short lessons. But an-
other will never, I am afraid, ac-
quire sufficient confidence in her
own ability to be able to enjoy the
control of a car.

Indiscriminating Drivers

In regard to cornering—and I do
not refer to the more technical
aspect of taking a bend at the
highest possible speed at which the
car will stay on the road, but the
mere negotiation of ordinary
corners—these novices of mine
seemed unable to grasp the essen-
tial difference between a right and
a left hand corner. In some in-
stances, they wanted to take the
left hand bend as widely as the
right should be negotiated; and in
others insisted on hugging the
kerb, no matter which the "hand."

As a matter of fact, I have
noticed that quite a number of
people long out of the novice
stage seem unable to grasp the
idea, so perhaps it might be profit-
able to go into details. Consider a
left hand corner first—presuming
of course, that we are in a country
where the rule of the road is the
same as in Britain, that is, drive on
the left.

Keeping—in

It is essential that, in approach-
ing the corner, the car should be
kept well in towards the kerb, on
account of traffic approaching or
desiring to overtake. But if we
overdo the keeping-in process, the
result will be that more than half
the length of the car will be past
the turning before it is possible to
begin to turn the front wheels, the
alternative being to take the rear
wheels over the kerb and possibly
hit a lamp post or a pedestrian! Often in town, where the road in-
to which we wish to turn is divided
by a central refuge, it may not be
possible if we keep in too long to
get round at all, and all the bother
of reversing and tacking in the
midst of thick traffic will be in-
volved.

The remedy is simple. Do not
follow the line of the kerb, but
edge out about a foot, or so far as
other traffic will permit, just before
reaching the turning with the front
of the car. Then, at the last mo-
ment, aim with the steering gear as
though you wanted to hit the ex-
treme centre of the curve of the
kerb. You will then be able to turn
without going half across the road.
It is not easy to put the idea on
paper, but the point to bear in
mind is that you want to follow
close to the line of the kerb when
you are around the corner, and not
before you come to it.

Right-Hand Turns

A right-hand turn is really sim-
ple, and has no tricks whatever at-
tached to it. Again, however, that
idea of following the kerb when
you are around should be borne
in mind, this time for the purpose
of allowing plenty of room to any
traffic which wishes to issue from
the side road.

Remember, in regard to traffic
driving, that the difficulty is not in
turning the corner, but in getting
out of the main road, on account
of the traffic stream. It is essen-
tial that before approaching the
corner, the car should be edged out
towards the centre of the road as
much as possible, if necessary with
a preliminary hand signal to
drivers following.

Safety Signals

There is, I know, a great tempta-
tion to cut the corner; but this
should never be indulged, even
when it is possible to see that the
road is clear.

The people you ought to think
about are those whom you cannot
see—that is to say, those behind
you. You should show them, by
your handling of the car, what you
intend to do: and you should do it.
If they realise that you are going
to turn to the right, they naturally
expect you to take the corner prop-
erly, with a wide sweep, since
they cannot see, even if you can,
that the other road is clear; and
they base their own actions on
those which they reasonably sup-
pose will be yours.

I think that is the whole secret
of traffic driving—to endeavour not
merely to avoid misleading other
drivers, but to show them quite
clearly what you intend to do. You,
at the same time, are reading the
signs ahead of you—and if every-
one did as he should in these
respects there would certainly be
no narrow shaves, and probably
much less traffic congestion as a
result.

Reverting to the question of
turning a difficult left-hand corner,
this is really worth practising in a

WHIPPET SIX

Speedy Performance Is Characteristic

Although the new Whippet Six
has the same bore and stroke and
the same basic design as its speedy
predecessor, these models develop
seven horsepower more on a brake
test and will travel considerably
faster. In accelerating and hill-
climbing, too, the Whippet Six cars
outdo their predecessors. Num-
erous improvements have con-
tributed to the better performance.

The Superior Whippet Six motor
has a compression ratio of 5-1/8 to
1 as compared with 4.4 to 1 hereto-
fore used. The brake horsepower
is 50 at 3,000 R.P.M., as compared
with 43 horsepower in the previous
models at 2,800 R.P.M. The im-
proved high-compression engine has
a seven-bearing crankshaft and an
extremely efficient force feed oiling
system which keeps all necessary
surfaces properly lubricated at all
times.

Largely because of the higher
compression ratio in the new
engines, the Whippet Six shows a
highly satisfactory economy. Fur-
ther contributing to higher
maximum speed and greater flexibi-
lity for driving in traffic are chan-
ges in the rear-axle gear ratio from
4.89 to 1 last year to 4.55 to 1 in
the present models.

Comparison of the specifications
make it apparent that the Willys-
Overland engineering staff has
amply provided throughout the car
for the stresses and strains and the
wear and tear imposed by use of
high car speeds. The frame is
heavier and is strengthened by five
cross-members. The propeller
shaft is now 2 inches in diameter
instead of 1-3/4. Front springs
are 2 inches longer and rear springs
are 1-1/4 inches longer. The total
braking area is 200-1/4 square
inches.

The "Finger-Tip Control" has
contributed materially to higher
road speeds in night driving. Be-
cause the operator is enabled to tilt
the bright rays of his headlights
upward or downward without
dimming and without shifting his
customary driving position, he is
enabled to maintain a smooth, even
pace in passing on-coming cars.

ODD HINTS

Changing Up Without Clutch

Changing up without the clutch
is effected quite easily by sliding
the lever from, say, third towards
top, "feeling" the gears, that is,
bringing them so close together
that their movement can be detect-
ed without any noise being produc-
ed, and then meshing the gears
when the "feel" tells the driver
that the right moment has arrived.
Actually, if course, a change up
can be quite quick, as one soon be-
comes accustomed to the necessary
timing.

In changing down from top to
third, the lever is slipped into
neutral, the engine accelerated
with the throttle to the speed at
which it would be running if third
speed actually were in engagement,
and then the lever is pushed for-
ward into the third-speed slot. The
whole point is this: So long as the
engine is running at the speed at
which it would be running were
the lower or higher gear to which
it is desired to change engaged, you
cannot make a noise when chang-
ing, and there is no need to use the
clutch.—Mr. S. C. H. Davis in
"Autocar."

WEAR OF CASINGS

Heat A Great Factor In Wear

It is a well known fact that heat
is one of the greatest enemies of
tyres, but few people realise that
an increase of ten degrees will often
increase tread wear 25 and even 50
per cent, and more, according to
tyre men. In arriving at these
figures, those in charge of the test
fleets that go out each year take
temperature regularly during the
six-month trips, at 6 o'clock in the
morning, noon, 6 p.m. and mid-
night. Average daily temperatures
are then charted so an absolutely
correct record of heat effect on tyres
is secured. During the same
periods tread wear is measured
every 1,000 miles with dial depth
gauges which record wear by the
1-1000 of an inch.

In doing this, it has been found
that between 40 degrees and 80
degrees Fahrenheit, for instance,
any increase of temperature of 10
degrees increases the rate of tread
wear 25 to 50 per cent. In like
manner, the rate would show cor-
respondingly greater increase at
higher temperature and lower rate
of wear under 40 degrees, other
conditions being equal.

quiet road, for I am perfectly cer-
tain that a very much larger por-
tion of motorists than one would
imagine are a little hazy on the
subject.—"Singapore Free Press."



Let Us Tell You
About This Scientifically Designed

BALLOON TYRE

There are scientific reasons for every angle, rib and
groove of the Firestone Balloon Tread. Safety notches
and non-skid studs; mileage ribs for long wear; grooves
and channels for uniform flexing, ensuring true low-
pressure riding comfort. To provide extra strength
and endurance to withstand the terrific flexing of this
scientifically designed Balloon Tyre Tread Firestone
dips the cords of the carcass in a rubber solution
saturating and insulating every fibre of every cord with
rubber. We will save you money by fitting your car with
these better tyres.

MOST MILES PER DOLLAR.

Firestone

GUM-DIPPED BALLOON TYRES

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

THE DUNLOP TENNIS BALL



will be used exclusively
for the following Championships —

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Scottish Hard Court Championships.

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Slovakia. Professional Championships of Egypt.

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Mexico. National Championships of New Zealand.

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Orange Free State, South Africa.

\$10.00

per dozen

in airtight tins.

OBTAINABLE AT ALL STORES.

DETROIT DEMANDS

Hudson And Essex Regulations

A special Bulletin gives the
Wayne County new car registra-
tions for the first 11 days of May
as under:

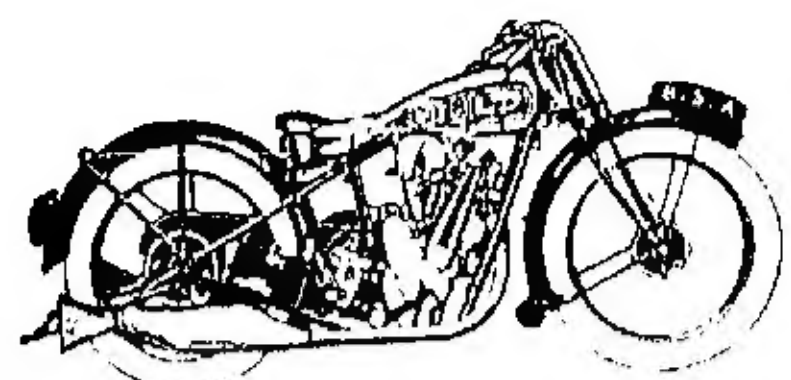
Make	Cars	% of Group
Hudson	141	18.5
Graham-Paige	115	13.5
Oldsmobile	108	12.06
Buick	102	11.9
Dodge	83	9.7
Chrysler	76	8.9
Hupmobile	65	7.6
Studebaker	60	7.0
Nash	49	5.7
Willys-Knight	32	3.8
Oakland	24	2.8
Total	855	100.0

Make	Cars	% of Group
Essex	740	41.0
Chevrolet	592	33.3
Pontiac	183	10.3
Whippet	109	6.1
Plymouth	78	4.4
De Soto	68	3.8
Durant	6	.3
Brkina	4	.2
Total	1,780	100.0

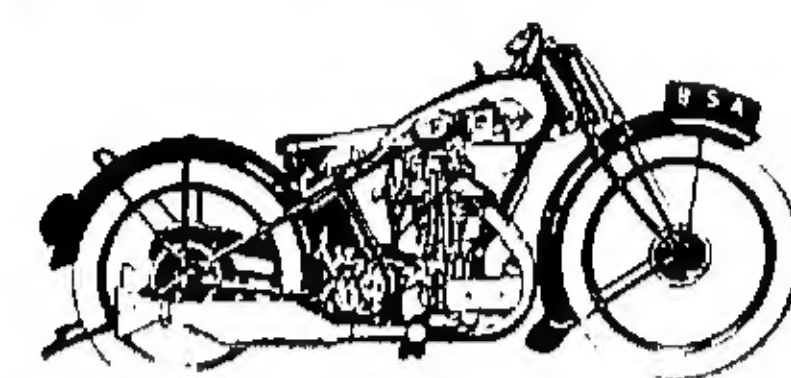


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THE CHINA MOTOR SUPPLY CO., 28-28a Des Voeux Road C.
Telephones C. 1588 & C. 3582.
Canton Branch:—480, Yat Tak Road, Canton.

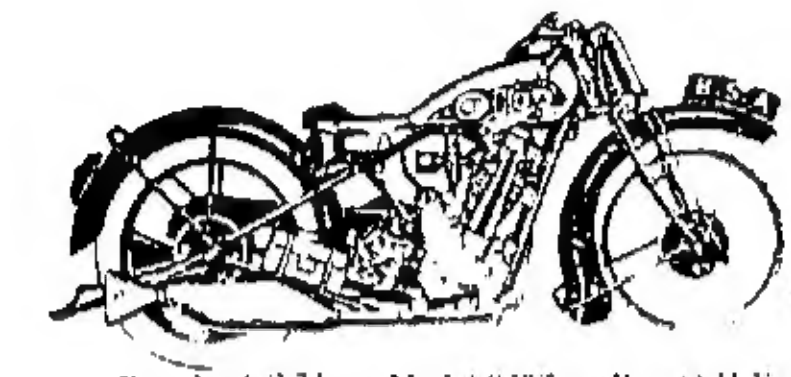
B.S.A.

FOR SUMMER
AND
ALL YOUR HOLIDAYS!

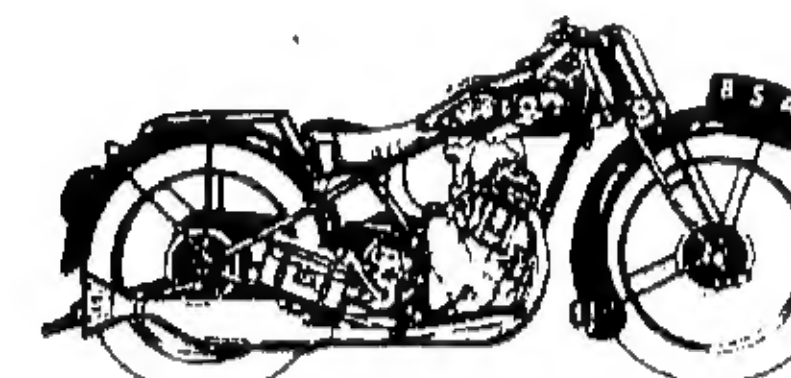
B.S.A. 3.49 h.p. Model E29 Two Port O.H.V.



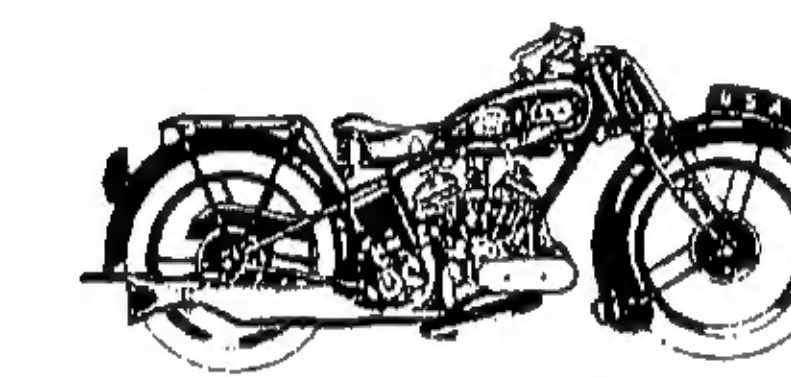
B.S.A. 4.93 h.p. Model S29 Two Port O.H.V.



B.S.A. 4.93 h.p. Model S29 Two Port O.H.V.



B.S.A. 5.57 h.p. Model H29 de Luxe



B.S.A. 7.70 h.p. Model E29

B.S.A. POWER will take you up the Peak without a check—decidedly an advantage in Hong Kong where steep roads are so numerous.

B.S.A. SPEED will give you a feeling of road supremacy. B.S.A. SILENCE eliminates the disagreeable noise while riding. B.S.A. SAFETY is ensured on all roads and at all speeds by means of rock steady steering, perfect stability and really efficient brakes.

B.S.A. ECONOMY means not only in petrol and oil, but in all other upkeep expenses. And B.S.A. RELIABILITY will give you confidence in your machine and pride of ownership.

All these B.S.A. features will combine to make your Summer and all your holidays the most enjoyable and economical.

There is a B.S.A. Model for every rider, a Price for every purse, and Easy Payment Terms to suit the means of all.

WRITE FOR PARTICULARS.

THE SINCERE CO., LTD.

SOLE AGENTS.

THE AUTOMOBILE

The Father Of Prosperity

[By Alfred Reeves, General Manager of the National Automobile Chamber of Commerce.]
From what was termed a luxury industry twenty-five years ago, the rapid development of highway transportation has pushed the automobile industry into the saturation point farther away until the automobile industry is now rated first, with a production in 1928 of 4,600,000 cars, trucks and buses, valued in excess of \$3,600,000,000 and acknowledged to be one of the keystones of our present American prosperity.

No longer do we hear dissertations by learned men about the incomes of people and their ability to own motor vehicles.

Rather do these economists hasten to admit that the added efficiency, the broad education and the health-giving advantages of the motor car are such that one can no more afford to be without it than he can afford to be without a telephone—and in this connection, it is worth noting that we now have more motor vehicles than telephones—23,000,000 as against 18,750,000—and every time a telephone bell rings some motor car travels six miles!

All this is because the latest form of transportation supplies an independent form of travel which the American and, we believe, the people of other countries will continue to use at an increasing rate.

The motor car is one of the few articles that everybody wants, which undoubtedly accounts for the 20,200,000 passenger cars and 3,000,000 trucks and buses registered in the United States—or 78 per cent. of all the motor vehicles in the world.

There was little or no improvement in transportation from the Year One until Fulton invented his steam boat.

Transportation then improved rapidly but in the form of larger units—bigger boats and longer trains.

The motor vehicle went the other way in supplying individual transportation without the necessity for time tables.

This extraordinary development has given work to many people and distributed money through many channels.

It has increased the efficiency of the doctor, the business man and even the housewife.

Trucks have lowered the transportation cost of commodities to the point where they have been outstanding contributors to the general wealth of the country.

The old cry that the motor vehicle was uneconomic and withheld money from home-building, from insurance and from general investments, has received a substantial setback, because coincident with record of motor car sales we have the biggest savings accounts, record investments in stocks and bonds, an unparalleled increase in insurance and the building of more and better homes than ever before in history.

Of more than ordinary interest is the fact that this great industry has been erected on the highest wage scale ever known and with a constant lowering of the prices for the consumer of the product.

The introduction of more and better machines has never been questioned by the workers, as happened in the old days when workers fought the new machinery for fear it would decrease the number of jobs. Leaders of the motor industry take pride in the fact that motor cars are being sold at less than pre-war prices and that practically every buyer makes his purchase in the firm belief that he is receiving full value for his money.

We find motor vehicles giving record freight returns to the railroads and adding materially to the increased business in repair parts, tires, servicing, labour, gasoline, lubricating oils, garage structures and garaging; salaries of chauffeurs and truck drivers; insurance, registration and taxes, and road and street construction with their maintenance.

Before stating the very large part which the automobile has played in the prosperity of the past ten years, and its policies for the future, let us first be clear-minded enough to indicate some of the additional forces which have brought this about. The motor's part can hardly be disputed. But there have been other elements in the situation.

Restriction of immigration has had a lot to do with it because it has kept the purchasing power of the worker on a high plane, and no less an authority than Eugene Grace of Bethlehem Steel recently expressed the view that this was very important for prosperity. Prohibition has reduced the amount of drinking and has meant that man power in the factories is far more efficient than it was in the pre-prohibition days. I am aware that this is a controversial subject and I do not wish to get into the arguments of the merits or demerits of the proposition as a whole, but industrialists are pretty generally agreed that, as far as plant operations are concerned and the prosperity of workers' families, the improvement from this cause has been very considerable.

Credit has also been given to Calvin Coolidge for the prosperity of the era, and properly so. Mr. Coolidge was of course favoured by all these other circumstances, but his temperament and policies in the White House encouraged business in the feeling that it could proceed safely along progressive lines without disturbance from government.

Where The Automobile Fits In
But when all these factors have been realized, we then come to these questions:

What provided the employment for men thrown out of work by machine improvement?

What instrumentality made it possible to utilize vast new areas of land for suburban homes?

What industry provided a market for the surplus of raw materials which existed during the early part of the last decade?

What instrument created an enormous tourist business by which an annual re-discovery of America is made by the summer vacationist?

The automobile is, to be sure, the answer to these questions, but let us not rest with the feeling that we have when we have said that we have told the whole story. The leaders in the industry are familiar with these points and realize their validity, but it is important for all of us in the business to consider the facts behind these opinions which we hold, so that we may present these for the consideration of bankers, economists and others who are interested in the present standing and in the future of the motor industry.

Keeping Up Velocity Of Currency
W. Trufant Foster and Waddill Catchings have made a very thorough analysis of the effect of the automobile on prosperity in general, especially with regard to providing new jobs, and taking up the slackened employment which occurs in various industries when productive efficiency is improved.

In considering prosperity and the automobile, it is important to look at the key thoughts of the Foster-Catchings theory. We can simplify the picture somewhat by taking a small town. If "the factory" in that town is active, one thousand workers are employed. One thousand families buy bread, clothing, the sand families buy bread, clothing, furniture and fuel. At least one merchant in each line is kept busy,

and these merchants are passing on orders to the suppliers of bread, clothing, furniture and fuel, thereby keeping the makers of those products busy. The merchants have prospered, the makers of bread have prospered, and, in turn, these makers are customers, to some extent, for the original factory in the small town, whether it is producing automobiles, clothes pins, or cheese crackers. In other words, once money is used to keep the wheels of one industry going, the healthy effect is registered all along the line.

On the other hand, if "the factory" closes down in our small town, a thousand men are thrown out of work, a thousand families buy as little as possible of bread, clothing, furniture and fuel. The merchants in these products feel the pinch of hard times. They send in fewer orders for supplies. No body can afford to buy more cheese crackers, and there is no immediate prospect of the local factory's starting up again.

That kind of slipping is likely to come upon an industrial community every seven years or so in the opinion of Messrs. Foster and Catchings, unless some new industry or some super-spurt in old industry occurs to keep the wheels moving in the positive rather than the negative direction.

The Growth of the Automobile
The enormous growth of the automobile made possible by its time-saving facility, and by the willingness of people to work harder and more efficiently in order to have this facility, has accordingly been the economic saving of the community during the past ten years. Look, for example, at the table of motor vehicles sold and the wholesale value of these from 1918 to the present day.

Year	Cars Sold	Wholesale Value
1918	1,170,686	\$1,236,106,917
1919	1,933,595	1,885,112,546
1920	2,227,349	2,232,420,373
1921	1,682,365	1,261,666,550
1922	2,690,627	1,793,022,708
1923	4,167,455	2,692,083,428
1924	3,738,492	2,367,418,015
1925	4,427,660	3,015,163,662
1926	4,503,531	3,214,817,491
1927	4,573,671	2,700,705,755
1928	4,600,000	3,500,000,000

There have been a vast volume of currency and great growth and employment brought about by the rise of a new industry. The cry that went up when this phenomenon first took place was that the automobile factories were simply taking money away from other businesses. This has not been the case, in the main. There have been certain industries which have held their prices at wartime levels or nearly so. Such industries have not had their relative share of growth and would not share under any circumstances.

The motor car and the motor bus did replace certain types of rail-line way transportation business but have added to the railroad trade in enormous freight shipments and in acting as feeders in short haul motor routes to the main lines.

The layman is inclined to ask where all this wealth came from, and if it was not taken from some one else. The answer is that it came from the growth of prosperity which an active industry creates, and from the time-saving value of the motor vehicle. In all sections of the country suburban communities have been increasing. This means that land which formerly had little value has been put into use for home sites. This development has come because of the automobile and indicates one form of wealth that has enhanced due to improved transportation.

Growth in Savings
There are various forms of savings which have increased concurrently with the motor age. Insofar as the automobile industry has contributed to general business, it can be said to have had an influence in this increase. Undoubtedly, such influence has been very direct in the growth of the building and loan association totals which represent gains in suburban life. A tabulation of these savings during recent years is as follows:

	Savings Deposits	Ass'n Assets
1913	\$ 8,548,345,000	\$1,248,479,139
1917	10,875,602,000	1,769,142,176
1921	16,500,663,000	2,890,764,621
1926	24,696,192,000	6,334,103,807
1927	26,090,902,000	7,000,000,000
1928 (Est.)	27,300,000,000	7,800,000,000

Effect on Other Industries
In addition to the general increases in prosperity which have come about are the specific gains which have come to various industries from which the automobile in motor vehicle, for example, buys 14 per cent. of the finished rolled steel output; 68 per cent. of the sand families buy bread, clothing, furniture and fuel. At least one merchant in each line is kept busy,

21 per cent. of the U.S. consumption of nickel.
A Fourteen Billion Dollar Outlay
There is also a vast outlay of money, estimated at 14 billion dollars in the business of motor transportation. The following table was originally worked out by the U.S. Bureau of Public Roads, and has been brought up to date by estimates of the National Automobile Chamber of Commerce. The table of estimated motor transportation expenditures is as follows:

Motor vehicles for new owners and replacements	\$3,830,000,000
Repair parts (including tires)	2,000,000,000
Servicing labour	900,000,000
Gasoline and lubricating oil (including gas tax)	2,370,000,000
Garaging of cars and trucks in cities	115,000,000
Truck drivers' salaries	1,500,000,000
Chauffeurs' salaries	750,000,000
Insurance	490,000,000
Registration fees and taxes	445,000,000
Total	\$12,400,000,000
Road and street construction and maintenance	1,600,000,000
Total annual motor transportation costs	\$14,000,000,000

With this statistical evidence in hand it seems clear that the automobile industry has added to employment, stimulated savings, increased suburban life, aided collateral industries and created the huge business of highway transportation.

Gains Will Continue
But this still leaves undecided the question of whether we can expect a similar degree of prosperity in the coming ten years.

Now that general employment and living conditions have been geared up to the standards of the motor age, the same problem will present itself again as improvements in production methods are made all along the line, resulting in the output of a greater supply of goods requiring a lesser supply of manpower.

Some have called such a condition "over-production." Others call it "under-consumption." "Under-consumption," however, is simply a pleasant-sounding word for "unemployment." The wants of the public are virtually limitless, the only question is the ability to purchase. When employment is active the ability is there.

Let us face the fact that there must be constant increases in this business or other businesses to keep employment at a peak. We must bear in mind too that employment means not simply the factory end but everybody all along the line through executive positions, because when there is unemployment out in the plant the paralysis does not take long to creep backward into the executive rooms.

It is clear, however, that the outlook is highly encouraging. The radio, the talking pictures, and the airplane are three new industries which are going to help to keep industry stimulated. But in addition to this, I think that we want to get out of our heads any idea that the automobile industry is anywhere near its top level.

The growth of public interest in the two-car family had led to a virtual doubling of the motor possibilities in this country.

Our replacement market is now in excess of three million cars and trucks.

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The power plant in the New Chevrolet represents years of development by one of the world's greatest engineering staffs. It was proved by thousands of miles of testing on the famous General Motors Proving Grounds. It introduces a type of performance in a low priced car—power, speed, smoothness, and quietness and flashing acceleration—that amazes even experienced motorists.

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Have you had a ride in the New Chevrolet? Ask for a demonstration to-day.

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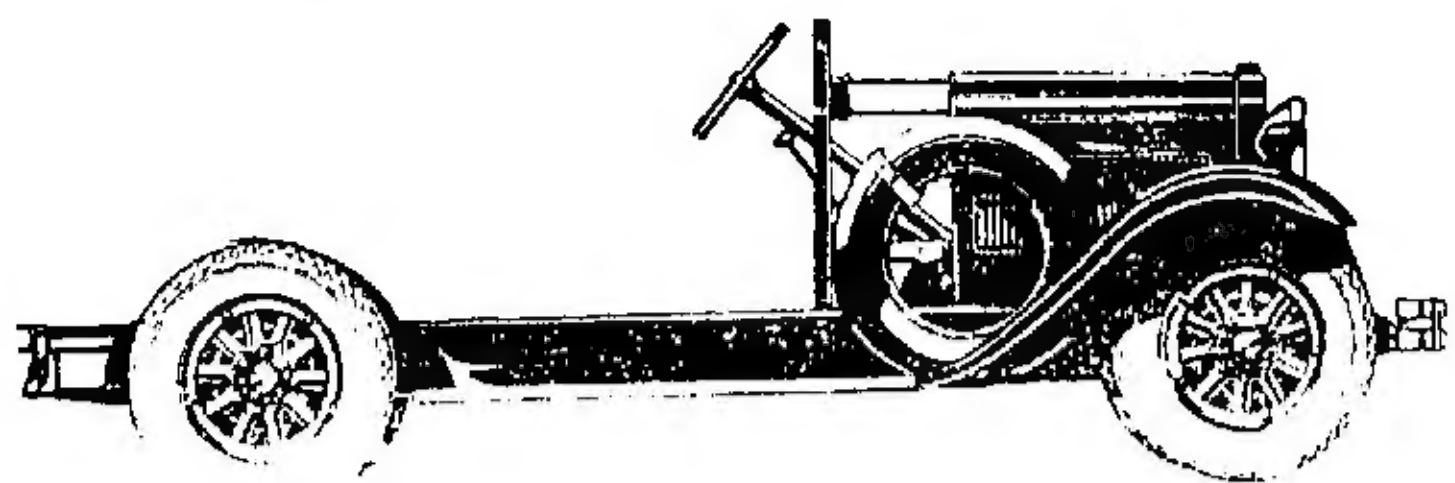
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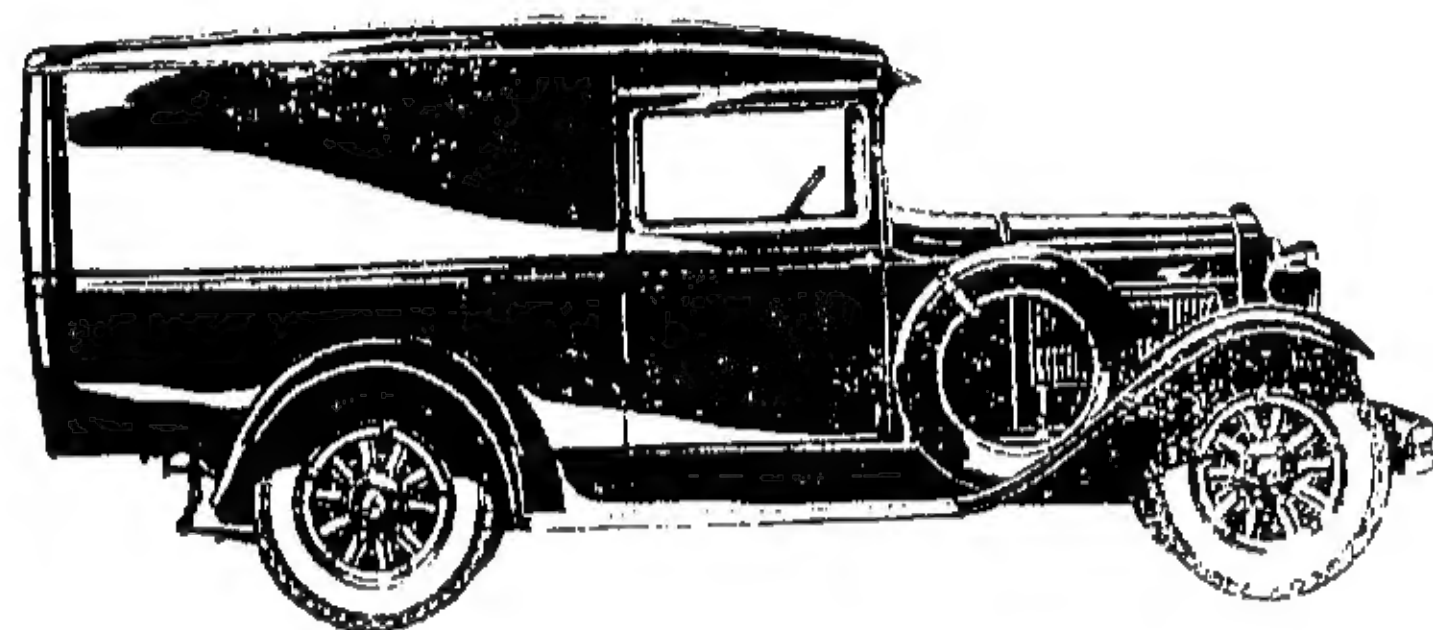
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1,000,000 FORDS

A Remarkable Tribute

In 14 months time, the 1,000,000th Ford car of the new dynasty has gone into active commission, writes Maurice Sampson in the June number of "The Autocar," in which he not only gives some remarkable figures but also writes an interesting account of the upbringing of the "A young lady of note," as he puts it.

What this means in the way of terrific effort, the article continues, of infinite pains, and in marvellous organization is best shown by the bald statement that it took seven years to reach an equal output of the old "Lizzie."

When one comes to think of it, the total withdrawal from circulation of all Ford stories and jokes in face of the birth of Model A is one of the most remarkable tributes to the complete thoroughness with which this new Elizabeth was set on her throne.

As the daily output (at Trafford Park) is approximately 170 at the present time, and as 480 minutes compose a working day, it has taken each car approximately 2.8 minutes to become complete from start to finish.

When Edsel Ford, son of the head of the firm, cut the first sod of the new factory at Dagenham, he intimated that the Trafford Park plant would some day be used for making spares. Fancy a factory employing about 4,000 hands being looked upon as a suitable plant for the output of spares!

Thus Henry Ford still remains, and is likely to for some considerable time, "the" dominant figure in the automotive world. When he first started making automobiles, he must have thought the Biggest Think ever Think!

ARISTOCRAT OF CARS

Mr. Eu Tong-Sen's New Purchase

Says the "Singapore Free Press": A conspicuously elegant addition to Singapore's thousands of motor cars will be seen in the course of next week in the form of the latest 40-50 h.p. Phantom model Rolls-Royce, which has just been purchased by Mr. Eu Tong-sen, through Malayan Motors, of which he is a director. The distinguished looking body, specially built by Vandem Plas is the outstanding feature of this latest addition to the comparatively small fleet of Rolls-Royce cars in Singapore. It is a seven seater saloon body with very fine interior lighting, a new feature being the step-lights which light upon the opening of either of the rear doors. In the body are some of the finest panels that have been beaten for use in car bodies, the roof and the back being constructed in one piece. Curiosity as to the cost of such an aristocrat of the road is natural, and we understand that a car of this type can be purchased for a sum in the neighbourhood of \$27,000.

The conspicuously painted primrose coloured Rolls will not be seen on the streets immediately, for it is to be exhibited in the Orchard Road showrooms of Malayan Motors for a few days next week, and will be seen to best advantage beneath the strong lighting of the showroom at night.

CYCLING

Southall Wins 100 Miles Race at Herne Hill

F. W. Southall, of the Norwood Paragon C.C., won the 100 miles tandem-paced race at the Marlboro A.C. meeting at Herne Hill on June 22, his time being 3 hr. 31 min. 0.1-5 sec. In doing so he beat his own record of 3 hr. 33 min. 22 1-5 sec., established last year, and also his records from 51 miles to 100. Southall beat F. H. Wyld (Derby) by 7 1/2 laps, the latter's time being 3 hr. 36 min. 13 2-5 sec., with J. E. Holdsworth (Kentish Wheelers) third in 3 hr. 45 min. 45 4-5 sec.

GOOD INNER TUBES

Not all motorists realise the importance of using only good-conditioned tubes in their covers. The length of life of a tube can only be ascertained by the tube being run until it dies, and it will probably die on the road, causing considerable inconvenience and possibly expense—through damage to a cover. The appearance of a cover will show when it is nearing the end of its life, but the tube is hidden, and its condition cannot be gauged unless the cover is removed. The trouble or expense involved in removal of a cover for the inspection is as nothing compared with the inconvenience caused by the death of an old tube on the road. It is false economy to use very old tubes when fitting new covers. The life of a tube depends considerably on its quality and construction, and naturally longer life and less trouble may be anticipated when high-grade tubes are used.

LOOKING AHEAD

Growth of Motoring Phenomenal

Looking ahead, Walter P. Chrysler visions prosperity for America and improvement as a trend for almost all other countries. In a message to the American press, Mr. Chrysler said:

"Good times should be experienced not only by the great majority of our own people but by those of almost every other country in the world which is at peace. War is the enemy of prosperity. Nations which turn to the sword and machine gun are bound to suffer."

The present rate of prosperity, which would have been considered abnormal only a few years ago, is in thorough keeping with the modern speed with which we do things—a speed to which the automobile has contributed mightily.

Generally speaking, business is excellent and will be better in most lines. Manufacturers, wholesalers and retailers are not unduly over-extended in credit. Industry is not suffering from the over-production which has sometimes characterised it in the past. I can see nothing but good signs along the road of business for the present year.

Our automobile industry will achieve another production and sales record. I believe the figure will be approximately 4,750,000 cars by the end of next December. I believe the United States and Canada will export, during the year, approximately a million automobiles thus realising an ambition that has dominated our manufacturers for some time.

Economic Value

People all over the world are turning to the automobile. Its economic and utilitarian value has been firmly established. Both overseas and American manufacturers are now supplying comfortable, efficient and economical machines within the financial reach of increasing numbers of persons in all countries. The fact that we exported \$425,000,000 worth of automotive products in 1928 has contributed not only to the prosperity and the new production and sales record just made by the automobile industry, but has had a tremendous influence in popularising all types of motor cars abroad, foreign as well as American.

Other Governments are beginning to take intelligent notice of the growth of motoring among their peoples. They are encouraging this factor of prosperity and civilisation by creating new highways and by many other means, as well.

During the next decade vast territories in South America, Africa, Australia, Asia and elsewhere will be developed to a higher state of agricultural and industrial activity. I believe notable progress will be witnessed in this direction largely through the importation of motor cars and the creation of new highways through jungles, plains and deserts.

MAGIC WADDING

A Real Labour-Saver For Cars

Cleaning the bright parts of the car is a task which few owners really relish, though the advent of chromium plating is doing much to save labour in this respect. It is particularly gratifying to discover a preparation which renders easier the polishing of ordinary nickel and brass. Such, very definitely, is Duraglit, a product known as Magic Wadding. It consists of wadding saturated with a special liquid, a small portion being torn off for the job in hand. This is rubbed lightly over the parts to be polished, and then finally a clean, dry cloth is used. The material possesses the advantage of not spilling over other parts of the car where it is not wanted, as often happens with a liquid. Then the same piece of wadding can be used several times. Further, waste is prevented, since no more of it need be used than is required at the moment, and no deposit is left in the nooks and crannies found on every car. Duraglit can be used efficaciously on glass and on celluloid side screens, as well as on wood and paintwork. It has been actually tried on a radiator and on various small bright parts, none of which had been cleaned for several weeks. With the very minimum of labour an excellent result was produced in every case.

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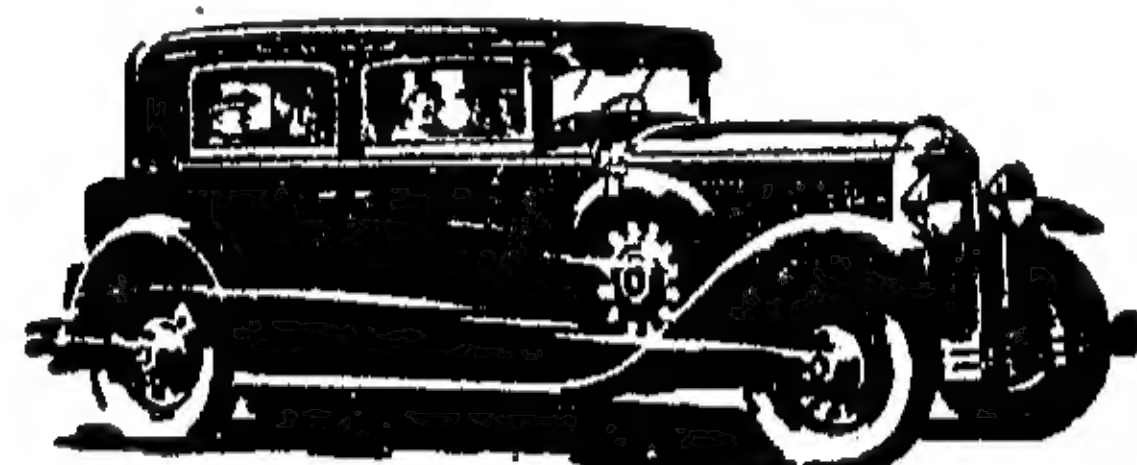
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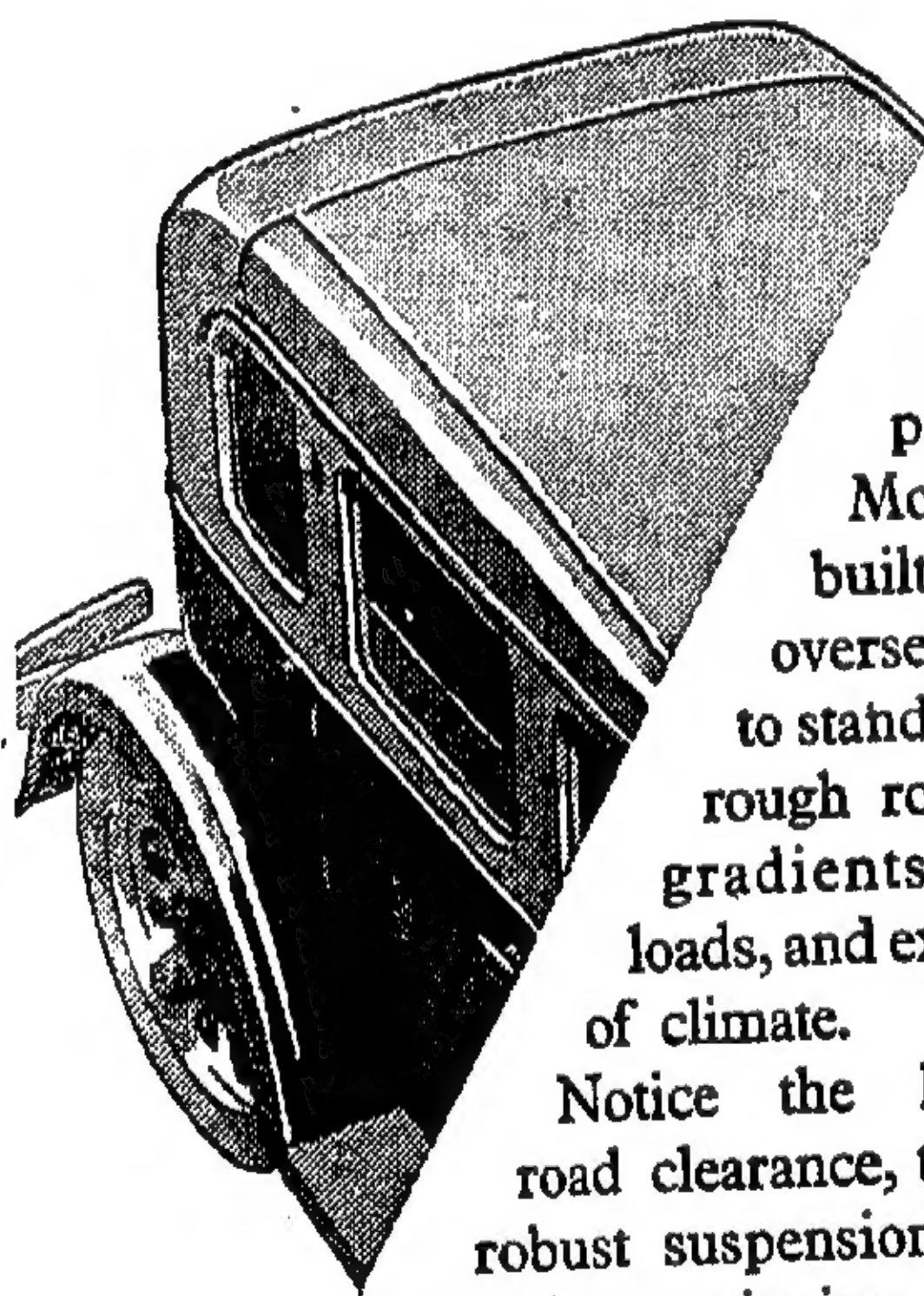
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